Los Angeles County
Metropolitan Transportation Authority

FINAL - Environmental Impact Report

State Clearinghouse No. 2020109001
November 2021

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM



Metro®

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ANSI-ASA	American National Standards Institute-American Standards Association
ASTM	American Society for Testing and Materials
ATC	Acton Town Council
AVL	Antelope Valley Line
AVTA	Antelope Valley Transit Authority
BAT	Best Available Technologies
BCI	Bat Conservation International
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
COVID-19	Coronavirus Disease
CPUC	California Public Utilities Commission
CRMP	Cultural Resources Monitoring Plan
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
ESA	Environmentally Sensitve Area
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
LID	Low Impact Design
LSA	Lake and Streambed Alteration Agreement

Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
NAHC	Native American Heritage Commission
NCTC	North Los Angeles County Transportation Coalition JPA
NHMLA	Natural History Museum of Los Angeles County
NML	Nest Monitoring Log
NOA	Notice of Availability
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
PDT	Project Development Team
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
RailPAC	Rail Passenger Association of California and Nevada
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCCIC	South Central Coastal Information Center
SLF	Sacred Lands File
SR	State Route
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TMP	Traffic Management Plan
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish & Wildlife Services
VOC	Volatile Organic Compounds
WEAP	Worker Environmental Awareness Protection
WL	Watch List

ES. Executive Summary

This Executive Summary provides a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project or Project) and its potential environmental effects. It contains 1) the purpose of the Final Environmental Impact Report (EIR), 2) a summary of the environmental review process, 3) project objectives, 4) the project history, 5) a description of the Proposed Project (including construction, operations and cost), 6) a summary of environmental impacts and mitigation measures, and 7) a comparison of the Proposed Project to alternatives.

The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure ES-1** shows the regional context of the Project corridor as well as the three capital improvement locations.

ES.1 PURPOSE OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

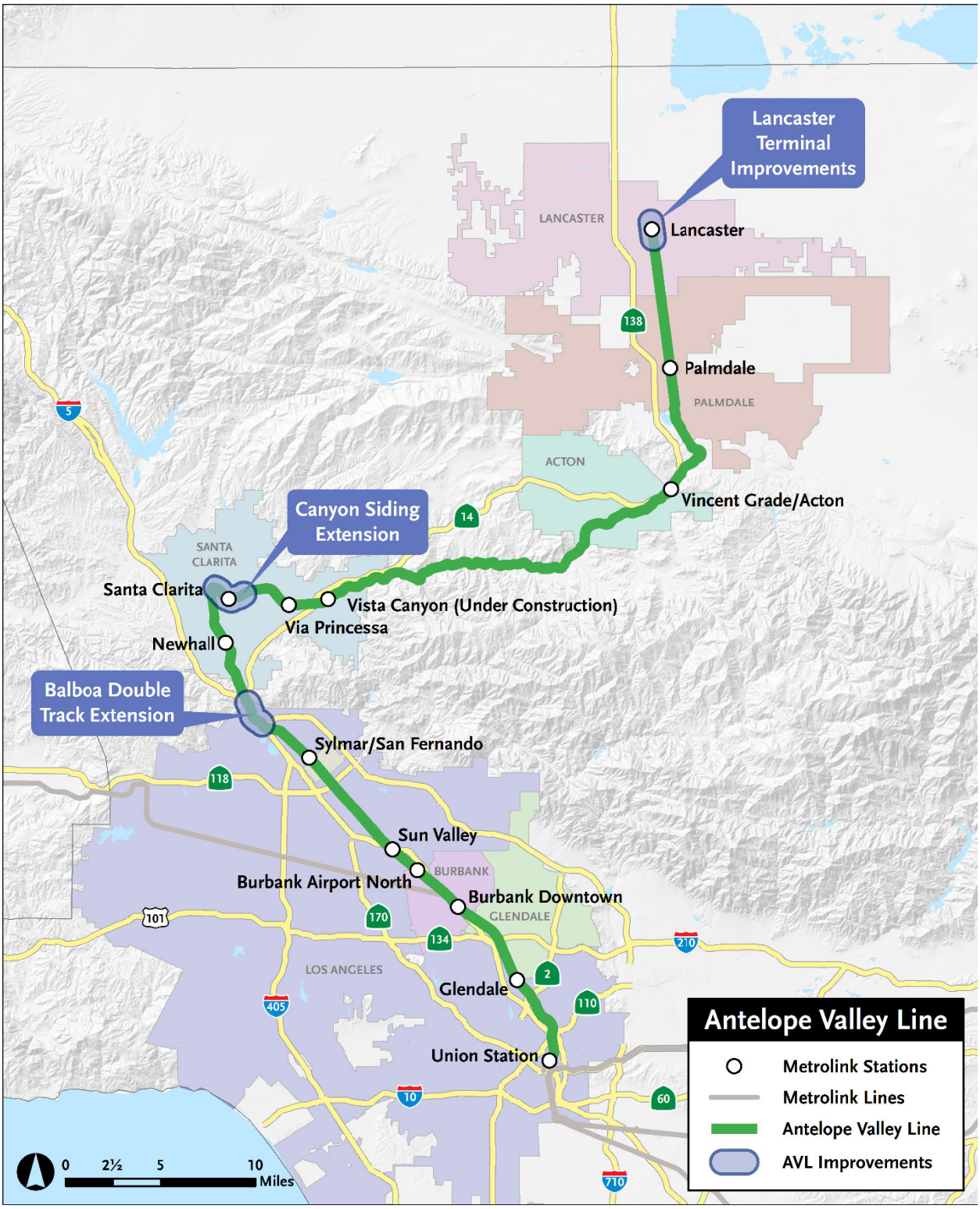
As described in the Draft EIR, the Proposed Project qualifies for a statutory exemption from the California Environmental Quality Act (CEQA) granted by the State legislature. In particular, the Proposed Project is statutorily exempt from CEQA under Section 21080 (b)(10) of the California Public Resources Code (PRC) (also found in Section 15275(b) of State CEQA Guidelines [14 Cal. Code Regs., § 15000 et seq.])), Specified Mass Transit Projects), which provides that CEQA does not apply to:

> *A project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including the modernization of existing stations and parking facilities.*

The Proposed Project is a project for the institution or increase of passenger and commuter services on rail already in use, including the modernization of existing stations and parking facilities. Therefore, the Proposed Project is exempt from CEQA under Public Resources Code Section 21080(b)(10) and CEQA Guidelines Section 15275(b). Metro has nevertheless elected to prepare this EIR in the interest of comprehensively addressing community and stakeholder concerns and in an effort to provide a clear record of the potential environmental impacts of the Project. It also provides mitigation measures to address potential impacts.

Metro has prepared this Final EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.).

Figure ES-1: Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2021

This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Proposed Project. It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

ES.2 ENVIRONMENTAL REVIEW PROCESS

In 2017, Metro, in partnership with Metrolink and the North County Transportation Coalition, initiated a study to assess the AVL between Burbank and Lancaster and recommend a range of service frequencies and improvements to the AVL rail corridor to enhance accessibility and reliability. The resultant study, the AVL Study, recommended a phased implementation of service increases and identified capital improvements to enable the recommended service improvements. In July 2019, the Metro Board of Directors approved a motion in support of the proposed service increases and directed staff to move forward with implementation, including obtaining environmental clearances. A Notice of Preparation (NOP) of the Draft EIR was prepared and distributed on October 1, 2020 to the State Clearinghouse and to various other public agencies and the general public for a 30-day scoping period. During the initial 30-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on November 16, 2020. Three scoping meetings were held during the 45-day scoping period to facilitate public review and comment on the Proposed Project and the scope and contents of the Draft EIR. Metro received a total of 77 comments during the public scoping period. Generally, comments received were a mix of supportive and oppositional sentiments toward the Proposed Project.

Following the public scoping review period and NOP release, the Project Team began developing the Draft EIR. Upon release of the Notice of Availability (NOA) on July 28, 2021, a 45-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. Per CEQA (Title XIV, 15105), a public review period is required when issuing the availability and completion of a Draft EIR.

Metro conducted two virtual public hearings during the public review period on August 18, and August 21, 2021. A total of 56 stakeholders attended the public hearings. Metro received 58 comments during the Draft EIR public review period.

Comments were received through three methods, including via the project email address, traditional ground mail, and by submitting a written and/or oral comment at one of the two public hearings.

Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors certify the Final EIR, the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and approve the Proposed Project. The public can comment on the contents of the Final EIR when the Metro Board considers the Proposed Project at the Board Meeting on December 2, 2021.

ES.3 PROJECT OBJECTIVES

The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus (COVID-19) pandemic, it carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvements Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

ES.4 PROJECT HISTORY

In 2011, the Metro Board of Directors passed a resolution to formulate a strategic plan for infrastructure improvements for the AVL, with the directive to determine what improvements could be made to the existing line to significantly reduce the travel time between Lancaster/Palmdale and Los Angeles, as well as to enhance safety. In March 2012, the results of the Strategic Plan were presented to the Metro Board. Since the completion of this plan, at least 10 major capital improvements have been studied for the AVL rail corridor.

In 2017, Metro, in coordination with Metrolink and the North County Transportation Coalition, initiated a study to assess the AVL between Burbank and Lancaster. The resultant study, titled the AVL Study, examined opportunities to enhance rail service between the Burbank and Lancaster stations along the AVL using existing infrastructure and with potential infrastructure

improvements that would mitigate existing operational constraints. A phased strategy was then developed for prioritizing investments and building capacity to realize incremental service improvements, based on benefits and costs. The AVL Study recommended three successive phases of service improvement: a near-term plan to adjust existing schedules to improve service frequency and provide late night service; a mid-term phase which consisted of the Proposed Project; and a long-term phase which included larger levels of investment as well as substantial service improvements intended to be implemented when and if funding were available.

In July 2019, the Metro Board approved a motion in support of implementing Service Scenarios 1 through 3 identified in the AVL Study which are summarized as follows:

1. Service Scenario 1 – Provide one additional late evening train between LAUS and Lancaster on Friday and Saturday evenings;
2. Service Scenario 2 – Provide two additional late evening trains on Friday and Saturday and two additional bi-directional mid-day services between LAUS and Lancaster; and
3. Service Scenario 3 – Provide bi-directional 30-minute service during the regular weekday between LAUS and Santa Clarita Valley and 60-minute bi-directional service to Lancaster.

To achieve these service scenarios the AVL Study identified four capital improvements which were recommended for their combination of operational benefits and cost effectiveness. These capital improvements are identified in the study as the Balboa Double Track Extension, Canyon Siding Extension, Lancaster Terminal Improvements, and the Brighton to McGinley Double Track. The Brighton to McGinley Double Track improvement was approved separately as part of the Brighton to Roxford Double Track Project. The EIR assessed the three remaining capital improvements required for implementation of Service Scenarios 1, 2 and 3, as presented in the AVL Study and supported by the Metro Board. Cumulative impacts are also assessed.

Since the AVL Study design of the Proposed Project has progressed and several design options were included at the Canyon Siding Extension and Lancaster Terminal Improvements sites as a result of consultation with Metrolink. These design options were evaluated in the Draft EIR and no further refinements to the Proposed Project have been made since release of the Draft EIR in July 2021.

ES.5 PROPOSED PROJECT

The Proposed Project is intended to enable improved service along the AVL by constructing capital improvements at three locations strategically selected along the AVL corridor to provide the most operational flexibility possible for the level of investment available. These three capital improvements are the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvement in the City of Lancaster.

At the request of Metrolink, the EIR analyzed platform design options at both the Santa Clarita Station and the Lancaster Terminal. These design options are outside the scope of the existing funding agreements for the Project, and thus, additional funding to implement these design options would be required. These design options are discussed below.

Figure ES-1 shows the regional context of the Project corridor and the location of the proposed capital improvements.

ES.5.1 Balboa Double Track Extension

The Balboa Double Track Extension would extend the existing Sylmar siding approximately 6,300 feet north from Balboa Boulevard to Sierra Highway. It is anticipated that the existing railroad right-of-way (ROW) would accommodate most of the Balboa Double Track Extension. In addition to installation of the proposed double track extension, the improvement would require realignment of the existing Main Track through portions of the site to accommodate the second track and the required clearance to existing structures. The proposed double track would be positioned to the east of the existing AVL Main Track and would tie-in at the existing Sylmar siding terminus on the south end of the site and reconnect with the existing Main Track at the north end just south of the Sierra Highway road bridge. **Figure ES-2** presents the location of the proposed improvement and its surroundings.

ES.5.2 Canyon Siding Extension

The Canyon Siding Extension would improve the existing Saugus Siding by adding approximately 8,400 feet of new track between Bouquet Canyon Road and Golden Oak Road. The Canyon Siding Extension would not require realignment of the Main Track as there is adequate horizontal clearance for both tracks within the existing ROW. The proposed Canyon Siding Extension would include a second side-platform at the existing Santa Clarita Metrolink Station. An at-grade pedestrian crossing would be installed west and east of station platforms to allow passengers to access the proposed new station platform. A new crossover track south of the Santa Clarita Station would be provided to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability. **Figure ES-3** provides the location of the proposed Canyon Siding Extension and its surroundings.

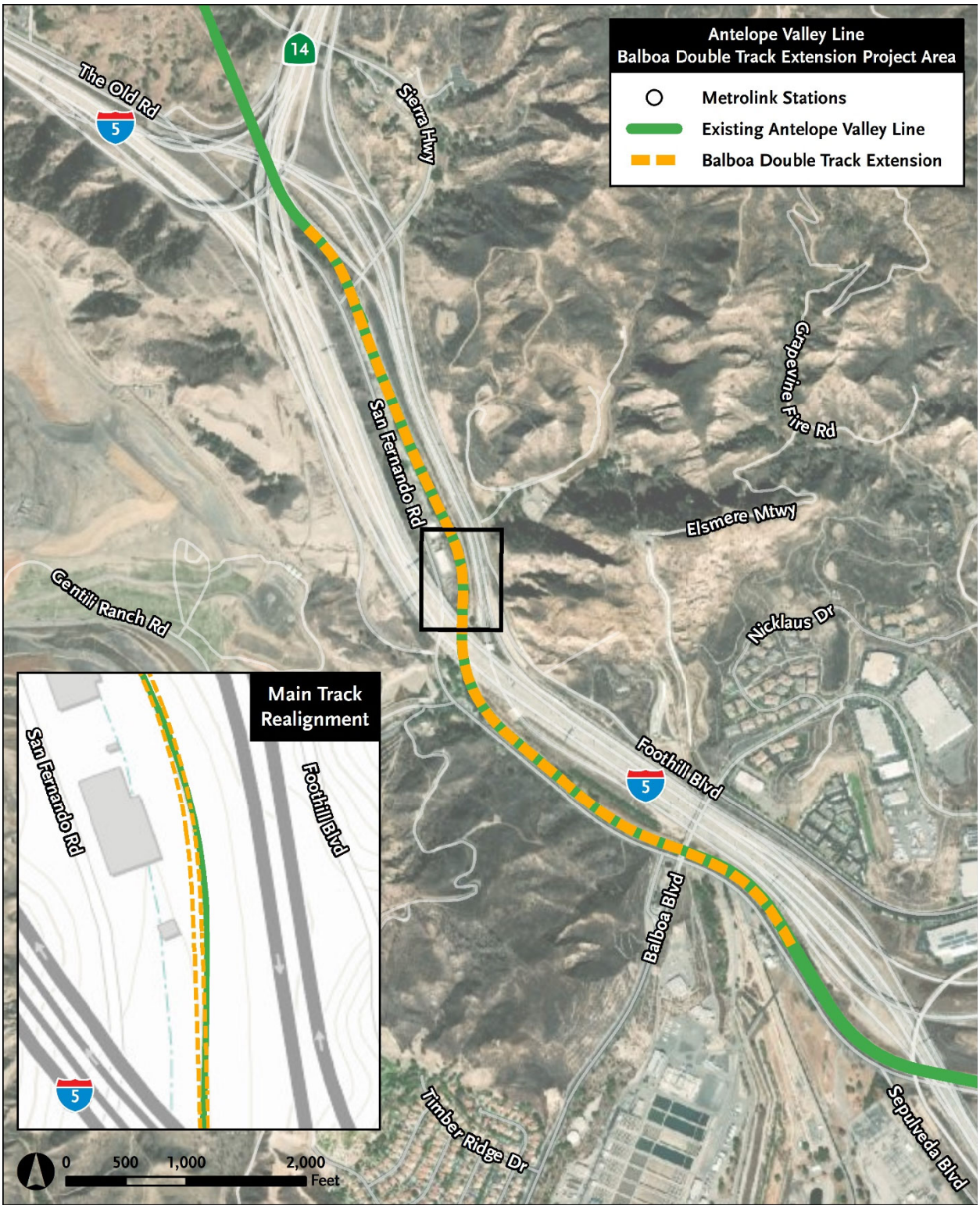
Platform to Platform Pedestrian Undercrossing Design Option

This design option would use a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the new second platform, rather than the proposed at-grade pedestrian crossing.

Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option

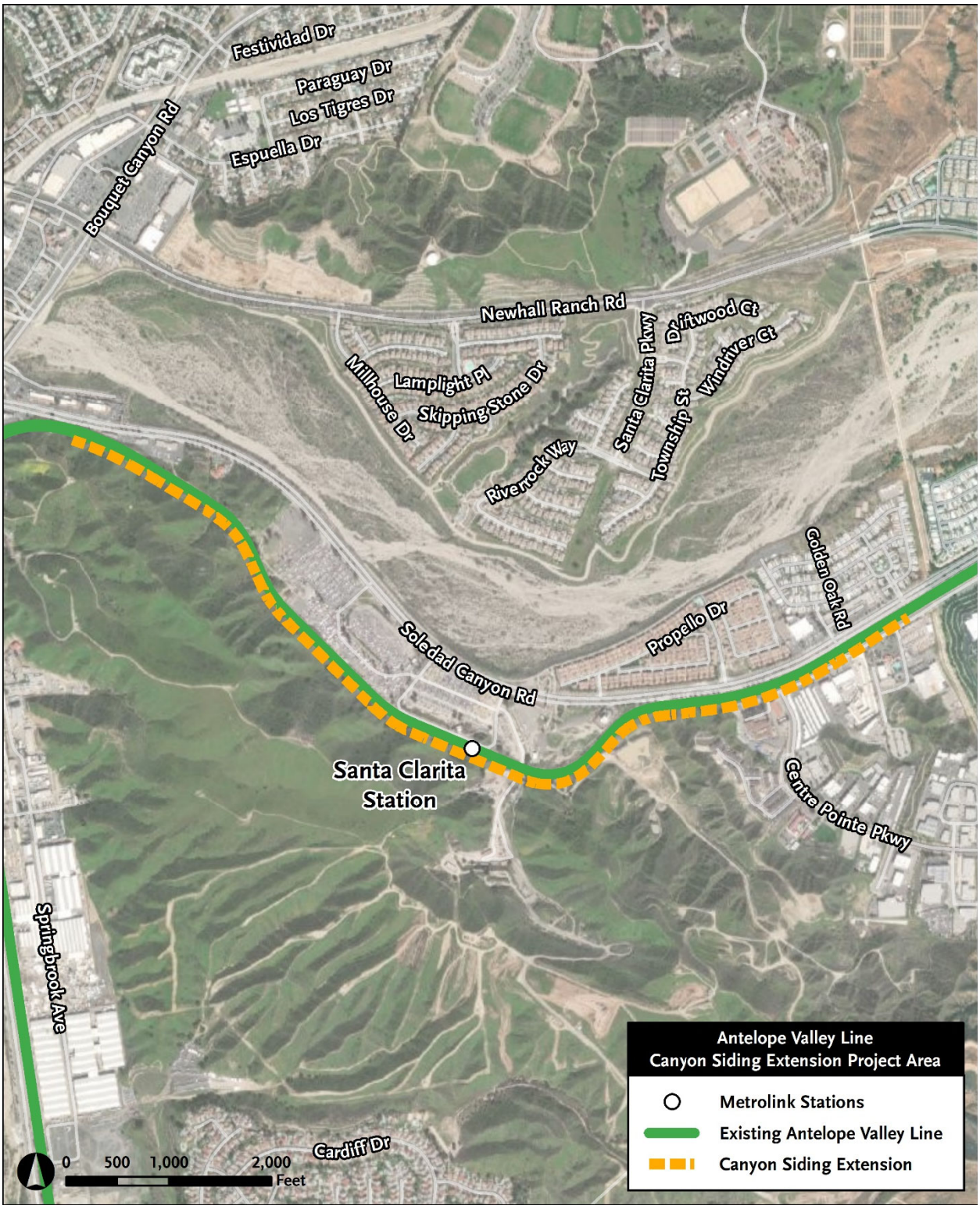
As an alternative to the proposed additional side platform and at-grade pedestrian crossing, this design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Metrolink Station parking area to the new island platform.

Figure ES-2: Balboa Double Track Extension Vicinity



Metro

Figure ES-3: Canyon Siding Extension Vicinity



Metro

ES.5.3 Lancaster Terminal Improvements

The Lancaster Terminal Improvements would include the expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Terminal Metrolink Station. The train storage track design may require an operating easement within the UPRR ROW subject to further design refinements. The proposed layover facility would accommodate up to four 5-car trains. **Figure ES-4** provides the location of the proposed improvement and its surroundings.

Island Platform with Pedestrian Undercrossing Design Option

This design option would provide an island platform with two platform faces at Lancaster Station. The island platform would be constructed within the footprint of the existing station platform and parking lot at Lancaster Station. A grade separated pedestrian undercrossing to the island platform would be constructed in the middle of the new island platform with ramps for access to the proposed island platform.

Island Platform with Pedestrian Overcrossing Design Option

The Island Platform with Pedestrian Overcrossing Design Option would have generally the same track and station configuration as the Island Platform with Pedestrian Undercrossing Design Option, and would use a grade separated pedestrian overcrossing to access the island platform. The pedestrian overcrossing would be constructed on the north end of the island platform with stairs and an elevator to go up and over the railroad track. Pedestrians would access the ground level in the station parking lot near the existing Lancaster Metrolink Station building.

Island Platform with Pedestrian At-Grade Crossing Design Option

The Island Platform with Pedestrian At-Grade Design Option would have generally the same track and station configuration as the Island Platform with Pedestrian Undercrossing Design Option and Island Platform with Pedestrian Overcrossing Design Option, and would use an at-grade pedestrian crossing to access the island platform. The pedestrian at-grade crossings would be constructed on the north and south ends of the island platform. Pedestrians would access the crossing via existing or new sidewalks in the station parking lot.

Figure ES-4: Lancaster Terminal Improvements Vicinity Map



ES.6 DESCRIPTION OF CONSTRUCTION

The Proposed Project would be constructed almost entirely within existing rail or street ROW. Minor acquisitions, easements, or temporary construction easements may be necessary at select locations, mainly to accommodate construction staging and laydown areas or the required grading activities associated with the proposed improvements. Generally, construction activities associated with each capital improvement would include site clearing, grading and retaining wall installation, utility relocation and installation, and track and systems installation and station platform construction.

Construction equipment anticipated to be used for the Proposed Project includes track installation equipment, front-end loaders, dump and haul trucks, excavators, medium to large rams for braking rock, small/medium scrapers, drills for tiebacks/rock bolts, construction forklifts, crane, concrete pump trucks, concrete haul trucks, rail-mounted drill rigs (for pier protection wall installation) and utility/service vehicles.

The construction duration of the Proposed Project is expected to last approximately 24 months per capital improvement. For safety reasons, and to limit disruptions to rail service, project specific work windows would be required for much of the construction work. Similarly, certain activities that could disrupt rail service may require nighttime and weekend construction to minimize disruption. The overall project schedule anticipates construction commencing in 2024 and being completed in 2028.

ES.7 OPERATIONAL CHARACTERISTICS

The Proposed Project is intended to enable the increase in Metrolink service to 30-minute bi-directional service from LAUS to the Santa Clarita Valley and 60-minute bi-directional services from the Santa Clarita Valley to Lancaster. As of 2019, Metrolink operates 30 weekday trains, 12 Saturday trains, and 12 Sunday trains with an end-to-end trip time of approximately two hours and 15 minutes. Peak service operates roughly every 30-60 minutes, with most of the trains making all stops and one train providing express service. Non-peak direction service operates from once every 45 minutes to once every two hours and does not serve the three northern-most stations (Vincent Grade/Acton, Palmdale, and Lancaster). Train speeds along the AVL range from approximately 30 to 70 miles per hour depending on topography, track geometry, and whether there is a single track or double track configuration.

ES.8 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(c) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the Proposed Project is implemented. Sections 3.1 through 3.12 of this EIR provide a detailed analysis of all significant environmental impacts related to the Proposed Project. These sections identify feasible mitigation measures, where available, that could avoid or reduce significant impacts and determine whether the mitigation measures would reduce these impacts to a less than

significant level. Chapter 5.0, Cumulative Impacts, of this Draft EIR identifies the significant cumulative impacts resulting from the combined impacts of the Project and related past, present, and reasonably probable future projects considered in the cumulative analysis.

If a specific impact in either the Proposed Project or cumulative analysis cannot be fully reduced to a less than significant level, it is considered a significant and unavoidable impact. Implementation of the Proposed Project would result in significant and unavoidable impacts related to construction noise and vibration. The following impacts would be significant and unavoidable even after the implementation of mitigation measures:

- Operation of the Proposed Project would conflict with the South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan (AQMP) as the Proposed Project would generate emissions of nitrogen oxides (NO_X) that would exceed SCAQMD regional thresholds.
- Operation of the Proposed Project would generate emissions of nitrogen oxides (NO_X) that would exceed the SCAQMD regional thresholds resulting in a cumulatively considerable net increase of NO_X contributing to regional non-attainment in the South Coast Air Basin (SCAB). While no mitigation is available to address NO_X emissions from Metrolink diesel locomotives, Metrolink is studying ways to reduce emissions throughout its fleet including transitioning to renewable diesel fuel and new propulsion technologies with the ultimate goal of zero emissions trains.
- Construction and operation of the Proposed Project would result in a net increase in greenhouse gas (GHG) emissions associated with diesel fuel consumption from rail propulsion and therefore would influence the regional GHG inventory through direct emissions of GHGs, While there is no mitigation available to address this direct increase in GHGs, Metrolink is studying ways to reduce emissions throughout its fleet with the ultimate GHG reduction target of reducing total fleetwide operational emissions by 50 percent by 2030.
- Construction activities associated with each of the three capital improvements would result in increases in noise levels that would exceed local significance thresholds. While mitigation measures would likely reduce noise impacts associated with the Canyon Siding Extension construction to less-than-significant in the City of Santa Clarita, higher noise level exceedances associated with the Balboa Double Track Extension in the City of Los Angeles and the Lancaster Terminal Improvements in the City of Lancaster may not be reduced below applicable significance thresholds by mitigation.
- Construction activities associated with each of the three capital improvements would result in vibration levels that would exceed Federal Transit Administration (FTA) annoyance thresholds. While mitigation would likely reduce vibration impacts associated with the Canyon Siding Extension construction to less-than-significant, mitigation may not reduce vibration impacts associated with the Balboa Double Track Extension or the Lancaster Terminal Improvements below impact FTA annoyance impact thresholds.

ES.10 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Final EIR has been voluntarily prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the Proposed Project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts that are less than significant or non-existent. **Table ES-1** provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

Table ES-1: Summary of Impacts and Mitigation Measures

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
AESTHETICS		
Construction equipment and activities associated with the Canyon Siding Extension would be visible to sensitive viewer groups and would temporarily alter the views of the undeveloped hillsides from the residential area north of the Santa Clara River and along the Santa Clara River Trail, resulting in a potentially significant impact to a scenic vista.	**AES-1** During construction in the City Santa Clarita, the perimeter of construction areas, including but not limited to, staging and laydown areas, shall be screened to shield views of construction activities from the residential neighborhood north of Santa Clara River and the Santa Clara River Trail.	Less Than Significant
A soil/rock cut slopes would be installed along the hillside to the south of the Canyon Siding Site, resulting in a permanent change to the hillside and a potentially significant impact to a scenic vista available to residents north of the Santa Clara River and along the Santa Clara River Trail.	**AES-2** In areas where the slope ratio of the soil/rock cut slopes permits vegetation growth, plants shall be placed on the soil/rock cut slopes. The type of vegetation to be planted shall be consistent with the natural vegetation that is generally associated with the undeveloped hillsides adjacent to the rail right-of-way.	Less Than Significant
Nighttime construction work could potentially increase nighttime light or glare, temporarily affecting visibility and possibly resulting in temporary adverse effects (and a potentially significant impact) related to spillover lighting and glare.	**AES-3** During construction, nighttime construction lighting shall be directed toward the interior of the construction area and shielded with temporary construction screening to limit light spillover into adjacent areas.	Less Than Significant
AIR QUALITY		
The Proposed Project would conflict with the SCAQMD 2016 AQMP because rail propulsion operations would generate emissions of NO_X that would exceed the SCAQMD regional thresholds.	No Mitigation Available.	Significant and Unavoidable
The Proposed Project rail propulsion operations would generate emissions of NO_X that would exceed the SCAQMD regional thresholds resulting in a cumulatively considerable net increase of NO_X for which the SCAQMD is non-attainment.	No Mitigation Available.	Significant and Unavoidable

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
Construction of the Proposed Project would result in the removal of trees and vegetation used by migratory birds and bats for nesting, a potentially significant impact.	**BIO-1** Vegetation removal shall be conducted outside of the bird nesting season (nesting typically occurs between February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within seven days prior to vegetation removal in each area with a suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active. If work occurs on existing bridges with potential nest sites that will be removed or will have modifications to the substructure, these should be conducted between February 1 and September 30. All bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of birds until October or the completion of construction. A biological monitor shall be present during all ground-disturbing activities to ensure no impacts occur to nesting birds during nesting bird season (mid-March to mid-May), if applicable, as well as to ensure minimal impacts to other plant and animal species **BIO-2** To avoid impacts to nesting birds, Metro shall submit to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) a Nesting Bird Management, Monitoring, and Reporting Plan for review and approval prior to commencement	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	of Proposed Project construction activities during the breeding season (February 1 to August 31, and as early as January 1 for some raptors). The Nesting Bird Management, Monitoring, and Reporting Plan should include the following: • Nest survey protocols describing the nest survey methodologies, including the following: o A management plan describing the methods to be used to avoid nesting birds and their nests, eggs, and chicks; o A monitoring and reporting plan detailing the information to be collected for incorporation into a regular Nest Monitoring Log (NML) with sufficient details to enable USFWS and CDFW to monitor the Metro's compliance with California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513; o A schedule for the submittal (usually weekly) of the NML; o Standard buffer widths deemed adequate to avoid or minimize significant project-related edge effects (disturbance) on nesting birds and their nests, eggs, and chicks; o A detailed explanation of how the buffer widths were determined; and o All measures Metro will implement to preclude birds from utilizing project-related structures (i.e., construction equipment, facilities, or materials) for nesting. • Preconstruction nesting bird surveys shall be completed within 72 hours of construction-related activities and implement appropriate avoidance measures for identified nesting birds. To determine the presence of nesting birds that the project activities may affect, surveys should be conducted beyond the Project Area - 300 feet for passerine birds and 500 feet for raptors. The survey protocols should include a detailed description of methodologies utilized by CDFW-approved avian biologists to search for nests and describe avian behaviors that indicate active nests. The protocols should include but are not limited to the size of the Project Area being surveyed, method of search, and behavior that indicates active nests. Each nest identified in	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	the Project Area should be included in the NML. The NMLs should be updated daily and submitted to the CDFW weekly. Since the purpose of the NMLs is to allow the CDFW to track compliance, the NMLs should include information necessary to allow comparison between nests protected by standard buffer widths recommended for the Proposed Project (300 feet for passerine birds, 500 feet for raptors) and nests whose standard buffer width was reduced by encroachment of project-related activities. The NMLs should provide a summary of each nest identified, including the species, status of the nest, buffer information, and fledge or failure data. The NMLs will allow for tracking the success and failure of the buffers and will provide data on the adequacy of the buffers for certain species. The applicant(s) will rely on its avian biologists to determine the appropriate standard buffer widths for nests within the Project Area to employ based on the sensitivity levels of specific species or guilds of avian species. The determination of the standard buffer widths should be site- and species-/guild-specific and data-driven and not based on generalized assumptions regarding all nesting birds. • The determination of the buffer widths should consider the following factors: o Nesting chronologies; o Geographic location; o Existing ambient conditions (human activity within line of sight—cars, bikes, pedestrians, dogs, noise); o Type and extent of disturbance (e.g., noise levels and quality—punctuated, continual, ground vibrations: blasting-related vibrations proximate to tern colonies are known to make the ground-nesting birds flush the nests); o Visibility of disturbance; o Duration and timing of disturbance; o Influence of other environmental factors; and o Species' site-specific level of habituation to the disturbance. Application of the standard buffer widths should avoid the potential for project-related nest abandonment and fledgling failure and minimize any disturbance to the nesting behavior.	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	If project activities cause or contribute to a bird being flushed from a nest, the buffer must be widened. **BIO-3** Prior to tree removal or demolition activities, Metro shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within buildings to be demolished or trees to be removed. The surveys can be conducted by visual identification and can assume presence of hoary and/or pallid bats. Alternatively, the bats can be identified to a species level with the use of a bat echolocation detector such as an "Anabat" unit. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the CDFW and no further mitigation is required. If roosting sites or hoary bats are found, then the following monitoring and exclusion, and habitat replacement measures shall be implemented. If bats are found roosting outside of nursery season (nursery season typically occurs between May 1 through October 1), then they shall be evicted as described below. First, the bats shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFW) buffer zone shall be established around the roosting site within which no construction or tree removal shall occur. Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFW, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried concurrently with any	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	scheduled bird exclusion activities. Each roost lost (if any) will be replaced in consultation with the California Department of Fish and Game and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed. **BIO-4** A revegetation plan will be developed by a qualified biologist to guide the restoration of native vegetation temporarily or permanently impacted by project implementation. **BIO-5** Limits of disturbance will be staked during construction activities to ensure that impacts to the Project Area are minimized, and staking will stay in place until final site stabilization. **BIO-6** If construction must occur during nighttime hours, lighting that produces a green colored beam with an automatic sensor shall be utilized. **BIO-7** Metro/ Metrolink shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to starting any Project construction and activities within and adjacent to California coastal gnatcatcher habitat. Where Project construction and activities would occur within and/or adjacent to California coastal gnatcatcher habitat, no work shall occur from February 15 through August 31. There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat.	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	If California coastal gnatcatcher habitat is identified within the construction footprint of any of the capital improvement sites, Metro/ Metrolink shall provide compensatory mitigation for loss of any California coastal gnatcatcher habitat at no less than a 2:1. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance. **BIO-8** Prior to Project construction activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWs within 45 calendar days following the completion of protocol-level surveys. If least Bell's vireo is detected no construction work including staging, mobilization, and site preparation, shall occur during the least Bell's vireo nesting season (April 10 to July 31). No habitat supporting least Bell's vireo shall be removed at any time. If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Proposed Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act. Metro/ Metrolink shall obtain a permit from California Department of Fish and Wildlife prior to starting any Project construction and activities. **BIO-9** There shall be no impacts on western Joshua trees and seedbank. Access to the Lancaster Terminal Improvements site shall not be allowed from Yucca Avenue/West Milling Street. No activities shall occur within a 250-foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance. If necessary, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act before starting any construction and activities where impacts to the western Joshua tree and seedbank	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	cannot be avoided. **BIO-9** At least one year prior to starting any Project construction and activities, qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. If a California Endangered Species Act (CESA) and/or Endangered Species Act (ESA)-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro/ Metrolink shall consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro/ Metrolink shall have a permit from CDFW and/or USFWS prior to starting any Project construction and activities. **BIO-10** If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro/ Metrolink, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits. **BIO-11** At least one year prior to starting any Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	CDFW. Metro/ Metrolink shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro/ Metrolink shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback. **BIO-12** During final design and at least one year prior to construction, a qualified biologist with access to the rail right-of-way, shall conduct a field assessment within the Balboa Double Track Extension and Canyon Siding Extension sites. The assessment shall include an inventory of observable plant and animal species, mapping and characterization of on-site habitats, and an evaluation of each site's potential to support special status species. Presence/absence surveys shall be conducted for special status plants, San Diego desert woodrat, coastal whiptail, western spadefoot toad, arroyo toad, silvery legless lizard, coast horned lizard, as well as small mammals, and bats. Results of the field assessment shall be provided to CDFW. In consultation with CDFW, the qualified biologist shall make recommendations for the avoidance of any identified species including but not limited to additional preconstruction surveys, capture and relocation of terrestrial species by a qualified biologist with proper scientific collection and handling permits, additional restrictions on construction equipment and/or means, and application for appropriate take authorization.	
Construction of the Balboa Double Track Extension and the Canyon Siding Extension would have the potential to remove riparian vegetation and other sensitive plant communities.	**BIO-13** Riparian zones within the three capital improvement sites shall be protected through control of invasive plant species. All construction vehicles and heavy equipment shall be washed (including treads, wheels, and undercarriage) prior to delivery to the Project site to minimize weed seeds entering the construction area via vehicles.	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	Slope stabilization and replanting materials used during construction shall be certified as weed-free. Invasive plant species (such as giant reed) located on the Proposed Project site shall be removed during construction. Invasive plan species shall be removed using best management practices that contain and properly dispose of the species' seeds and plant materials (which may reproduce asexually). Transport of any invasive plant material offsite shall be stored in securely covered containers or vehicles and disposed of at facilities that shall properly eliminate the ability of these materials to grow or colonize new areas. **BIO-14** In areas where riparian features are below upland features, a qualified biologist shall determine if any disturbance would occur in upland areas such that runoff could affect wetlands or riparian habitat. If riparian features are identified in locations that may be subject to construction-related runoff, the qualified biologist shall identify these areas, clearly delineate sensitive site conditions on-site, and recommend best management practices for the control of runoff including but not limited to • Minimizing the extent of disturbed areas and duration of exposure; • Stabilizing and protecting disturbed areas; • Keeping runoff velocities low; • Retaining sediment within the construction area; • Use of silt fences or straw wattles; • Temporary soil stabilization; • Temporary drainage inlet protection; • Temporary water diversion around the immediate work area; and • Minimizing debris from construction vehicles on roads providing construction access **BIO-15** Metro shall provide no less than 2:1 ratio for direct impacts on streams and associated riparian plant community. Metro shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2 to be determined through consultation with California Department of Fish and Wildlife and/or Department of Fish and	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	Wildlife, as applicable. **BIO-16** Metro/ Metrolink shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed. **BIO-17** Metro/ Metrolink shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro/ Metrolink shall create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation site shall also provide the same understory species as found in the impacted area.	
Construction activities associated with the Balboa Double Track Extension have the potential to result in hydrological interruption through the inadvertent disturbance of water features associated with grading activities, which may affect riverine features that support wetlands.	**BIO-18** To prevent inadvertent disturbance to areas outside the limits of grading, all grading shall be monitored by a biologist. A Metro-approved Project Biologist shall be contracted to perform biological monitoring during all grading, clearing, grubbing, trenching, and construction activities. The following shall be completed: • The Project Biologist shall perform the monitoring duties before, occasionally during, and after construction. The Project Biologist shall perform the following duties: o Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading to reduce conflict between the timing and location of construction activities and other mitigation requirements (e.g., seasonal surveys for nesting birds); o Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas prior to clearing, grubbing, or grading; o Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction with the contractor and other key construction personnel prior to clearing,	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	grubbing, or grading; ○ Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing, grubbing, or grading; ○ Conduct a field review of the staking to be set by the surveyor, designating the limits of all construction activity prior to clearing, grubbing, or grading; ○ Be present during initial vegetation clearing, grubbing, and grading; ○ Flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush-clearing and earthmoving activities; and ○ To address hydrology impacts, the Project Biologist shall verify that grading plans include a Stormwater Pollution Prevention Plan. **BIO-19** To comply with the state and federal regulations for impacts to "waters of the United States and state," the following agency permits are required, or verification that they are not required shall be obtained. • The following permit and agreement shall be obtained, or evidence from the respective resource agency that such an agreement or permit is not required shall be provided: ○ A Clean Water Act, Section 401/404 permit issued by the California Regional Water Quality Control Board (RWQCB) and the USACE for all project-related disturbances of waters of the United States and/or associated wetlands. ○ A Section 1602 Streambed Alteration Agreement issued by the CDFW for all project-related disturbances of any streambed. 1. Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted. 2. An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity; 3. A hydrological evaluation of the 100, 50, 25, 10, 5, and	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site; 4. A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities; 5. An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation; 6. Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities; 7. Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals and reintroducing native biota; 8. A complete description of routine maintenance activities that may be required for the life of the Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project; and, **9.** Protocol survey results (see Mitigation Measures BIO-7 through BIO-11), including negative findings, shall be included as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species. • Documentation: Metro/Metrolink shall consult each agency to determine if a permit or agreement is required. Upon completion of the agency review of this project, the applicant shall provide a copy of the permit(s)/agreement(s), or evidence from each agency that such an agreement or permit is not required for compliance. • Timing: Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits. • Monitoring: Metro shall review the permits/agreement for compliance with this condition. Copies of these permits should be implemented on the grading plans.	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction activities at all three capital improvement sites have the potential to remove mature trees, including Coast Live Oak at the Canyon Siding Extension site, as part of site clearing activities and associated grading activities.	**BIO-20** Preconstruction surveys for protected trees (native trees four inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under any relevant tree protection ordinance, shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the relevant local jurisdiction. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the relevant local agency has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring one inch or more in diameter, one foot above the base, and shall be at least seven feet in height measured from the base. **BIO-21** Protect trees that will possibly receive impacts to the root system by restricting root cuts to the outer region of the roots using a distance formula recommended by the International Society of Arboriculture. Adjust utility relocations to avoid as many tree trunks and root clusters as possible and eliminate direct impacts/removal of trees. Hand digging the root protection zones will reduce indirect impacts to the root systems. **BIO-22** Provide temporary supplemental irrigation to existing trees during construction, as necessary. **BIO-23** Replace all impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols. **BIO-24** Determine proven methods of stabilizing the existing landscape to	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	minimize disturbances beyond the area of cut and fill. **BIO-25** Consider "Geo-cell" type planted retaining wall stabilization structures, if they can be planted with native chaparral seed. **BIO-26** Provide compost to hold moisture in the soil. Utilize watering bags for the establishment period. **BIO-27** All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.	
CULTURAL RESOURCES		
Ground-disturbing activities during construction of the Proposed Project have the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.	**CUL-1** Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling. Prior to issuance of grading permits, a qualified archeologist, meeting the Secretary of the Interior's Standards, shall be retained to serve as Program Archaeologist to develop and supervise the archaeological monitoring program. Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency. The Consulting Tribes shall also be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension project area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (8) communication/notification protocols; and (9) a description of monitoring reporting procedures. At the commencement of construction, an archaeologist shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations. The archaeological monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension capital improvement area, the archaeological monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension capital improvement area, archaeological monitoring shall be limited to ground-disturbing activities within native soil only. All archaeological monitors, working under the supervision of the Program Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. The Program Archaeologist shall have the ability to recommend, with written and photographic justification, the reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the Consulting Tribes concur with this assessment, then monitoring shall be reduced or ceased. If an inadvertent discovery of archaeological materials is made during program-related construction activities, the archaeological monitor shall	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential TCRs are identified within disturbed or native sediments, the Consulting Tribes shall be notified. The procedures outlined in CRMP shall then be implemented.	
GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES		
The Proposed Project and Station Design Options pose risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.	**GEO-1** Prior to the construction of the Proposed Project, Metro shall develop a geotechnical design report to address geological, seismic, and soil-related constraints encountered by the Project. The Proposed Project shall be designed based on the latest versions of local and state building codes and regulations in order to construct seismically resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, at a minimum, to the depths required by local and state jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into the final design (e.g., deep foundations, ground improvement, remove and replace) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslide areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and state seismic and environmental requirements.	Less Than Significant
There is potential that construction of the Proposed Project would unearth or destroy unique paleontological	**PAL-1** Full-time paleontological monitoring shall be implemented when Saugus Formation (QTs, Tsr), Pico Formation (Tps, Tp), Towsley	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
or geologic features, a potentially significant impact.	Formation (Ttos), or older sedimentary deposits (Qog, Qoa) are impacted. Excavations into artificial fill (af) and younger sedimentary deposits (Qf, Qyfc, Qa, Qg) shall be initially spot-checked during excavations that exceed depths of 5 feet to check for underlying, paleontologically sensitive older sedimentary deposits. If it is determined that only artificial fill (af), modern alluvial fan deposits (Qf), younger alluvial fan deposits (Qyfc), alluvial gravel, and clay of valley areas (Qa), or stream channel deposits (Qg) are impacted, the monitoring program may be reduced or suspended. **PAL-2** Prior to construction, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared that provides detailed recommended monitoring locations; a description of a paleontological resources worker environmental awareness program to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. A curation agreement from the NHMLA, or another accredited repository, shall also be obtained prior to excavation in the event that paleontological resources are discovered during the construction phase of the Project.	
GREENHOUSE GAS EMISSIONS		
Construction and operation of the Proposed Project would result in a net increase in greenhouse gas emissions as a result of increased diesel locomotive activity along the AVL.	**GHG-1** The following control techniques shall be included in project specifications and shall be implemented by the construction contractor. • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy • Ensure that all construction equipment is properly tuned and maintained	Significant and Unavoidable

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators. • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable **GHG-2**: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with USEPA Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.	
HAZARDS AND HAZARDOUS MATERIALS		
Construction of the Proposed Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment.	**HAZ-1** Prior to the start of construction, the contractor shall provide Metro/Metrolink with an industrial waste management plan and/or a waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations or a Spill Prevention, Control, and Countermeasure Plan. These plans shall be completed to Metro contractor specifications and will identify the responsible parties and outline procedures for hazardous waste and hazardous materials worker training, certifications, handling, storage, and transport during construction of the Project. The plan shall specify how the contractor will handle and manage wastes onsite, including:	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• Prescribe BMPs to follow to prevent hazardous material releases and cleanup of any hazardous material releases that may occur • Comply with the SWRCB Construction CWA Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction During construction, the contractor shall comply with applicable federal and state regulations that consider hazardous material handling and storage practices, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act. **HAZ-2** Prior to the start of construction, the construction contractor shall retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, Groundwater Management Plan, and/or Soil, Soil Vapor, and Groundwater Management Plan. These plans shall be completed to Metro's contractor specifications and submitted to Metro prior to any ground-disturbing activities for the project. Alternatively, soil, soil vapor, and/or groundwater plans shall be prepared separately and then compiled together as a Soil, Soil Vapor, and Groundwater Management Plan.	
Construction of the Proposed Project has the potential to encounter contaminated soil and groundwater which may contain aerially deposited lead, lead-based paints, asbestos containing materials, methane vapor, explosives, and other hazardous materials related to historic uses that handled hazardous materials.	**HAZ-3** Consistent with Metro's standard practice, prior to the start of construction, the contractor shall provide Phase I Environmental Site Assessments (ESAs) in accordance with standard American Society for Testing and Materials (ASTM) methodologies, to assess the land use history of each parcel that would be acquired for the Project. The determination of parcels that require a Phase II ESA (i.e., soil, groundwater, soil vapor subsurface investigations) shall be evaluated after the Phase I ESAs have been completed and would be based on the results of the Phase I ESAs. Specifically, if the Phase I ESAs identify suspected contamination in the soil, soil vapor, or groundwater; a Phase II ESA shall be conducted to determine whether the suspect contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels.	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	If the Phase II ESA concludes that the site is impacted, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) shall be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements shall be used for parcels where remediation or long-term monitoring is necessary. **HAZ-4** The Balboa Double Track Extension shall be designed in accordance with the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations, as amended by the City of Los Angeles Methane Ordinance (No. 175790). Specific requirements shall be determined according to actual methane levels and pressures measured along the Affected Area, and the specific requirements shall be incorporated into the design and construction.	
Portions of the Canyon Siding Extension site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and construction of the Canyon Siding Extension has the potential to pose a hazard to the public or the environment.	See Mitigation Measures **HAZ-1, HAZ-2, HAZ-3,** and **HAZ-4**.	Less Than Significant
HYDROLOGY AND WATER QUALITY		
Construction of the Proposed Project would require grading and excavation requiring temporary changes to existing drainage patterns. Increases in sediment load from the construction area, including potentially contaminated soils associated with the Canyon Siding Extension site, could lead to alterations in drainage patterns due to accumulations of sediment in downstream areas as well as reduced water quality of receiving waters, if not properly managed. Following construction, AVL rail operations would	**WQ-1** During construction, Metro/Metrolink shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as they relate to project construction activities within the Balboa Double Track Extension, Canyon Siding Extension, and/or Lancaster Terminal Improvements sites. Construction activities shall not commence until a waste discharger identification number is received	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
contribute pollutants in concentrations and amounts that are typical for transportation facilities consistent with existing conditions and minor alterations to the existing drainage pattern of each capital improvement site requiring compliance with MS4 permit requirements.	from the Stormwater Multiple Application and Report Tracking System. The contractor for each capital improvement shall implement all required aspects of the SWPPP during project construction. **WQ-2** Metro/Metrolink shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit). and NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (NPDES No. CAS000004), as applicable This post-construction requirement shall apply to each of the capital improvement sites. Metro shall prepare a final Low Impact Design (LID) report in accordance with the applicable local LID Manual. These include the City of Los Angeles Planning and Land Development Handbook for Low Impact Development, May 9, 2016 and the County of Los Angeles Department of Public Works Low Impact Development Standards Manual, February 2014. The LID report shall identify the required BMPs to be in place prior to project operation and maintenance.	
While it is not anticipated that groundwater will be encountered, during construction if groundwater is encountered there is potential for the groundwater to be contaminated resulting in potential for significant impacts to surface water if allowed to flow into local storm drains or other surface water conveyance facilities.	**WQ-3** In the event that groundwater is encountered during excavation, the construction contractor for each capital improvement site where groundwater is present shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), or NPDES General Permit for Limited Threat Discharges to Surface Waters (Order No. R6T-2014-009, NPDES Permit No. CAG996001) as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively. **WQ-4** In the event that groundwater is encountered during excavation associated with Canyon Siding Extension, the contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup	Less Than Significant

Potentially Significant Impact	Mitigation Measures		Impact After Mitigation
		of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Santa Clarita, respectively.	
Operation of the proposed layover facility associated with the Lancaster Terminal Improvements would discharge wastewater into the local sewer system resulting in a potentially significant impact if not managed properly.	**WQ-5**	Metro/Metrolink shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Less Than Significant
NOISE AND VIBRATION			
Construction of the Proposed Project has the potential to generate noise that could increase ambient noise levels at sensitive receptors by up to 13 dBA at the Balboa Double Track Extension site in the City of Los Angeles, up to 6 dBA at the Canyon Siding Extension site in the City of Santa Clarita and up to 17 dBA at the Lancaster Terminal Improvements site in the City of Lancaster. These increases in noise levels would exceed local significance thresholds, a potentially significant impact.	**NV-1**	Metro/Metrolink's contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro/Metrolink prior to initiating construction. Where the construction cannot be performed in accordance with the local noise ordinances construction noise standards, the contractor would investigate alternative construction measures that would result in lower sound levels. The noise limits for each jurisdiction are shown in the following table, NV-1 Noise Limits.	Significant and Unavoidable

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation

NV-1 Noise Limits

Land Use	Noise Limit – Daytime [1] L_{eq} (dBA)	Noise Limit – Nighttime L_{eq} (dBA)
Any Residential – City of Los Angeles	Ambient +5 dBA	Ambient +5 dBA [2]
Single-Family Residential – Santa Clarita and Lancaster	75 [2]	60 [2, 3]
Multi-Family Residential – Santa Clarita and Lancaster	80 [2]	64 [2, 3]
Commercial	85 [2]	n/a [4]

[1] Daytime is defined as follows:
Los Angeles: 7 am – 9 pm (Mon-Fri), 8 am – 6 pm (Sat)
Santa Clarita: 7 am – 7 pm (Mon – Fri), 8 am – 6 pm (Sat)
Lancaster: 7 am – 8 pm (Mon – Sat)
[2] L.A County Code Limit
[3] Recommended limit if written permission is allowed for work outside of the "Daytime" defined hours
[4] Commercial properties are not typically sensitive at night.

The contractor would conduct noise monitoring to demonstrate compliance with contract noise limits. Noise-reducing methods that may be implemented by Metro/Metrolink include:

- If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to achieve noise levels as close to the nighttime limits of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards as possible.
- Use specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers.
- Locate equipment and staging areas away from noise-sensitive receivers.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers, noise control curtains, and/or noise enclosures. This approach can be particularly effective for stationary noise sources such as compressors and generators. These methods may not be effective for elevated receivers; blocking line-of-sight is necessary.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Avoid impact pile driving where possible. Where geological conditions permit, the use of drilled piles or a vibratory pile driver is generally quieter.

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools. • Where possible, minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead. • If all conventional noise control measures cannot achieve the noise levels of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards and unavoidable excessive exceedances of the noise limits are predicted, Metro/Metrolink shall offer to temporarily relocate residents to a hotel. The Noise Control Plan shall define excessive exceedance of the noise limits and shall be approved by Metro/Metrolink.	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project includes use of heavy equipment that could produce vibration at nearby receivers that would exceed the FTA's annoyance threshold (72 VdB residential/75 VdB institutional), a potentially significant impact.	**NV-2** Specific measures to be employed to reduce or mitigate construction vibration impacts shall be developed by the contractor and presented in the form of a Vibration Monitoring Plan as part of the Noise Control Plan. Measurements shall be taken during peak vibration generating construction activities, and the results must be submitted to Metro on a weekly basis. The following precautionary vibration mitigation strategies should be implemented to minimize the potential for damage to any structures and annoyance to occupants in the Project area: • **Alternative Construction Procedures**: If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. • **Occupant Temporary Relocation.** When construction or demolition must occur very close to the receiver, other less conventional vibration reduction techniques shall be employed. A vibration disturbance coordinator shall be established for affected sensitive occupants regarding vibration annoyance. Vibration levels shall be monitored at the affected uses to determine if vibration levels exceed the vibration annoyance criteria of 0.016 inches per second at residential uses and 0.022 inches per second at commercial uses during construction activity. If construction vibration results in exceedances of the vibration annoyance criteria, occupants shall be temporarily relocated to a hotel during construction times when vibration will be the greatest and most intrusive. Construction activities in non-residential areas shall be scheduled during non-operational hours of commercial uses.	Significant and Unavoidable

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRANSPORTATION		
Construction of the Proposed Project may result in temporary traffic delays and inconveniences as well as diminished access to station platforms at the Santa Clarita and Lancaster Terminal Metrolink Stations.	**TR-1** During the final engineering phase and at least 30 days prior to construction of each capital improvement, a construction Traffic Management Plan (TMP) shall be prepared by the contractor for each capital improvement including the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster. Each TMP shall be reviewed and approved by Metro/ Metrolink, City of Los Angeles, City of Santa Clarita, City of Lancaster, and Caltrans, where applicable. The TMP shall identify proposed detour routes and construction traffic routes, including haul truck routes and preferred delivery/haul-out locations and hours. Lane and/or road closures shall be scheduled in consultation with the local public works departments associated with each capital improvement site to minimize disruptions to community traffic. The nearest local fire responders shall be notified, as appropriate, of traffic control plans, and lane and/or road closures as well as detour routes and construction vehicle routes shall be coordinated with fire responders to minimize disruptions to emergency response routes. The TMP shall identify pedestrian and bicycle circulation and access detours in and around the affected stations, as well as temporary bus stop locations and signage, as applicable.	Less Than Significant
Construction of the Proposed Project would result in construction worker and vehicle movements across active tracks, which has potential to result in Metrolink schedule delays, increased dwell times, and overall decreased performance of the AVL. In addition, construction activities at the Santa Clarita Station and the Lancaster Terminal Station may affect passengers due to temporary access impediments.	**TR-2** During final engineering design and prior to construction, Metro shall establish rail operating agreements and/or memoranda with Metrolink and Union Pacific Railroad (UPRR) to outline mutually agreed upon work windows and contractor operating restrictions. Such agreements shall identify performance objectives such as maximum allowed dwell times and/or on-time performance requirements to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications) and implemented to maintain the mutually agreed upon performance objectives during construction. Prior to construction, Metro/ Metrolink and the construction contractor shall prepare detailed construction phasing plans for each phase of construction that identify appropriate	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	means and methods to maintain mutually agreed upon on-time performance objectives while minimizing impacts on pedestrians and passengers at Santa Clarita Station and/or Lancaster Terminal. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to establish temporary construction detours for passengers at the Santa Clarita Station and Lancaster Terminal that correspond to detailed construction phasing plans to minimize impacts on passenger transfer times. Detailed construction phasing plans shall be deemed acceptable by Metrolink prior to commencement of construction activities that could affect regular Metrolink operations. Throughout the duration of construction, Metro/ Metrolink shall solicit UPRR's participation, as-needed, in construction coordination meetings to evaluate the efficiency of the measures in place and Metro/ Metrolink and the construction contractor shall implement changes to means and methods during construction to ensure the performance objectives are maintained at an acceptable level throughout construction.	
TRIBAL CULTURAL RESOURCES		
Ground-disturbing activities during construction of the Proposed Project have the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.	**TCR-1** Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling. In addition to the Program Archaeologist and archaeological monitor, a Native American monitor from the Consulting Tribes shall be retained to monitor earth-moving activities. Native American monitoring shall be conducted on a rotational basis between the Consulting Tribes (Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation) during these construction activities, and attendance is ultimately at the discretion of the Consulting Tribes.	Less Than Significant

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency and Consulting Tribes. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (9) communication/notification protocols; and (8) a description of monitoring reporting procedures. At the commencement of construction, Native American representatives from the Consulting Tribes shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations. The Native American monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the Native American monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	Canyon Siding Extension capital improvement area, Native American monitoring shall be limited to ground-disturbing activities within native soil only. A sufficient number of Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. If an inadvertent discovery of archaeological materials is made during program-related construction activities, the Native American monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist, Lead Agency, and Consulting Tribes shall be notified regarding the discovery. The procedures outlined in CRMP shall then be implemented.	

SOURCE: Terry A. Hayes Associates Inc., 2021.

ES.11 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. In addition to the route options, two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

Alternative 2 would implement only implement the Balboa Double Track Extension capital improvement enabling hourly service along the AVL between Los Angeles Union Station and the Antelope Valley. Expanded late-night service, including late-night trains seven days a week, would also be enabled under Alternative 2. Neither the Canyon Siding Extension nor the Lancaster Terminal Improvements would be implemented under Alternative 2, which would limit Metrolink's ability to expand service above an hourly frequency due to the limitations on expanded rolling stock presented by existing storage track capacity and operational conflicts associated with the single-track configuration through the Canyon Siding Extension site. Alternative 2 would be consistent with Phase 2 of the Metro Board-approved Motion (File #2019-0571), supporting funding and planning for the Proposed Project.

The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment and a minor increase in Metrolink service. Other transit projects would be constructed to enhance the regional network, including the Brighton to Roxford Double Track Project and the Link US Project, which would improve AVL service reliability and safety. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts related to transportation (construction), aesthetics (construction and operations), air quality (operations), biological resources (construction), cultural resources (construction), geology and soils (construction and operations), greenhouse gas emissions (construction and operations), noise (construction), and tribal cultural resources (construction). However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project and design options, it avoids or reduces multiple construction impacts in the City of Santa Clarita and the City of Lancaster related to transportation, aesthetics, air quality, biological resources, cultural resources, energy resources, geology and soils, hazardous materials, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, air quality, and greenhouse gases emissions.

1. Introduction

This chapter provides an overview of the purpose of this Final Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). This Final EIR has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.).

The AVL is a 76.6-mile-long commuter rail line that serves Northern Los Angeles County as part of the Metrolink system. The AVL extends from Los Angeles Union Station in the City of Los Angeles to Lancaster Terminal in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster. The Proposed Project proposes expansion of commuter rail service along the entire AVL corridor as well as three capital improvements required to facilitate the proposed service increase. The three capital improvements are the Balboa Double Track Extension, the Canyon Siding Extension, and the Lancaster Terminal Improvements. The Balboa Double Track Extension and the Canyon Siding Extension would be located within the City of Los Angeles and the City of Santa Clarita, respectively, while the Lancaster Terminal Improvements would be located in the City of Lancaster. These capital improvements are a part of a package of four capital improvements on the AVL corridor to increase rail capacity. The fourth capital improvement, the Brighton to McGinley Double Track Extension was separately approved as part of the Brighton to Roxford Double Track Project.

1.1 INTENDED USES OF THE ENVIRONMENTAL IMPACT REPORT

This Final EIR is intended to assist Los Angeles County Metropolitan Transportation Authority (Metro) in making decisions regarding the adoption of the Proposed Project. It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency. This document also contains comments received on the Draft EIR and their responses, as well as updates and clarifications to the text and graphics.

1.2 ENVIRONMENTAL REVIEW PROCESS AND COMMUNITY OUTREACH

In July 2019, Metro staff presented the AVL Study, which assessed a range of service scenarios and associated infrastructure requirements for the AVL to the Metro Board of Directors. The Metro Board approved a motion in support of implementing the recommendations of the AVL

Study and directed staff to initiate environmental studies assessing the recommended service scenarios and associated capital improvements.

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) of the Draft EIR was prepared and distributed on October 1, 2020 to the State Clearinghouse and to various other public agencies and the general public for a 30-day review and comment period. During the initial 30-day review period, Metro extended the public scoping period for an additional 15 days – officially ending the scoping period on November 16, 2020. Three scoping meetings were held during the public review period, two in October and one in November, to facilitate public review and comment on the Proposed Project and the scope of the Draft EIR.

Metro received a total of 77 written comments during the public scoping period as well as oral comments provided during the three scoping meetings. Generally, comments received were a mix of supportive and oppositional sentiments toward the Proposed Project. The scoping process and comments received to date are detailed in Chapter 7, Public Outreach. The NOP and Scoping Report, including the NOP comment letters received by Metro, are contained in Appendix A of the Draft EIR.

Following the public scoping review period and NOP release, the project team began developing the Draft EIR. Upon release of the Notice of Availability (NOA) on July 28, 2021, a 45-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Appendix A of the Final EIR includes the Public Outreach Report for activities occurring after publication of the Draft EIR. Metro utilized a variety of notification methods to communicate the release and availability of the Draft EIR and to encourage participation in the public hearings. These notification methods included print (direct mail and legal newspaper notices), electronic (eblasts and social media), meeting notices, advertising, and extended outreach. Legal advertisement notices were published in eleven newspapers of general circulation in the Project area, and condensed newspaper advertisements were published in two additional newspapers. In addition, a total of 2,381 notices were mailed to contacts in project database and property owners and occupants surrounding the three capital improvement sites. Most notification materials were prepared in English, Spanish, and Armenian. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse.

Public hearings were held on Wednesday, August 18, 2021 from 6:00 p.m. to 7:30 p.m. and Saturday, August 21, 2021, from 11:00 a.m. to 12:30 p.m. To promote safety during the COVID-19 pandemic, the public hearings were held virtually in the form of Zoom webinars with additional options to participate directly via telephone. Meeting dates and times were selected to maximize participation from residents, businesses and community stakeholders across the project area. Simultaneous interpretation in Spanish and Armenian was offered for both meetings. Multilingual presentations in English, Spanish and Armenian were available to the public prior to the meeting via the project webpage and during the meeting within the virtual

meeting room. A court reporter was also available to capture the official record of the meeting, including public comments. A total of 56 attendees participated across both virtual public hearings. Meeting transcripts are included in Appendix B. Comments were received through three methods, including via the project email address, traditional ground mail, and by submitting a written and/or oral comment at one of the two public hearings.

A total of 58 comments submissions from 34 individuals, agencies and organizations were received for the Draft EIR. Most of the comments received were submitted via email. Several of the comment themes touched on service frequency, environmental, transit connections, safety, engineering design, Metrolink operations and amenities. Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project through the Project Development Team (PDT) which was first convened in the pre- scoping phase of project. The PDT met six times during the development of the Draft EIR. The PDT provided valuable insight to the project team and provided a forum for the early identification of opportunities and constraints associated with the proposed improvements. In addition, individual stakeholder meetings were held to increase awareness, provide status updates and address potential issues and concerns. Stakeholders with whom Metro held individual meetings include California Department of Fish and Wildlife (CDFW), California Department of Transportation (Caltrans) District 7, California Public Utilities Commission, Union Pacific Railroad (UPRR), Town of Acton, North County Transportation Coalition, Los Angeles County 5th District Supervisor Staff, Fernandeño Tataviam Band of Mission Indians, and the Gabrieleno Band of Mission Indians - Kizh Nation.

Upon completion of the Final EIR and other required documentation, the Metro Board of Directors may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures, certify the Final EIR, and approve the Proposed Project.

1.3 FINAL EIR ORGANIZATION

This Final EIR is comprised of the chapters listed below. After the Introduction, the chapters include corrections and additions to the Draft EIR. New content is shown in underline and removed content is shown in ~~strikethrough~~. These revisions were either initiated by the lead agency or made to address comments received during the public review period.

1. **Introduction**. This chapter briefly discusses the purpose of the Final EIR, the intended uses of this Final EIR, the environmental review process and community outreach efforts, and the contents of this Final EIR.

2. **Corrections and Additions**. This chapter identifies any revisions made to provide more detail, clarify, and/or correct the text and graphics contained within the Draft EIR. These revisions were either initiated by the lead agency or made to address comments received during the public review period. None of these corrections or additions constitute significant new information which would necessitate a recirculation of the Draft EIR.

3. **Responses to Comments**. This chapter contains a list of commenting agencies and individuals and a copy of each comment letter received by Metro during the public review period for the Draft EIR. Consistent with Section 15088 of the CEQA Guidelines, each of the comment letters is followed by the corresponding responses to each of the comments within each letter that pertain to the analysis and findings contained in the Draft EIR.

4. **Mitigation Monitoring and Reporting Program (MMRP)**. This chapter includes the MMRP for the Proposed Project. The MMRP lists the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with each measure.

2. Corrections and Additions

As required by Section 15088(d) of the CEQA Guidelines, this chapter provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitute significant new information or substantial project changes, as defined by Section 15088.5 of the CEQA Guidelines, and thus, recirculation of the Draft EIR is not required. The changes to text and graphics contained in the Draft EIR are indicated below under the corresponding Draft EIR section heading. Deletions are shown in ~~strikeout text~~ and additions in <u>underlined text</u>.

SECTION 2.0 PROJECT DESCRIPTION

Page 2-9, the second paragraph has been revised as follows:

> From the Santa Clarita Metrolink Station, the proposed Saugus Siding extension would continue parallel to the Main Track for approximately 3,500 feet to Golden Oak Road. The proposed siding extension would cross Golden Oak Road and connect back to the Main Track approximately 500 feet north of Golden Oak Road. The proposed grade crossing at Golden Oak Road would not provide enough space for vehicle storage to the east for traffic moving northwest through the intersection. Accordingly, the crossing at Golden Oak Road would require installation of new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety improvements, installation of new crossing gates, and high visibility crosswalk markings. <u>The proposed intersection modifications would provide an additional shared through/left turn lane in the northbound direction and an additional southbound through lane.</u> **Figure 2-5** provides a sketch of the proposed crossing improvements.

Page 2-11, the following note has been added after Figure 2-5:

> <u>Note: The western crosswalk leg at Soledad Canyon Road has been removed. There is no available aerial photography that shows this change in conditions.</u>

SECTION 3.1 TRANSPORTATION

Page 3.1-15, the following bullets have been added under subheading 3.1.2.3 Roadway Network:

- <u>Bouquet Canyon Road: Bouquet Canyon Road connects the Santa Clarita Valley to the Antelope Valley through the Angeles National Forest.</u>
- <u>Sierra Highway: Sierra Highway, which generally parallels the SR-14 corridor, also provides connection to the Antelope Valley, as well as a non-freeway</u>

connection between the Santa Clarita Valley and the Los Angeles Basin, through the Newhall Pass.

- Soledad Canyon Road: Soledad Canyon Road currently provides the primary east-west connection between I-5 and SR-14 through the Santa Clarita Valley. Soledad Canyon Road also provides the primary non-freeway connection between the City of Santa Clarita and the communities of Agua Dulce and Acton.
- Via Princessa: Via Princessa is a designated Major Highway providing north-south circulation between Whites Canyon Road/Soledad Canyon Road and SR-14.

Page 3.1-13, after the first paragraph, the following discussion has been added under subheading 3.1.2.1 Existing AVL Service.

In addition to AVL passenger service, up to 12 UPRR trains operate along the AVL per day. UPRR holds the freight operating rights on the AVL. UPRR has a reserved rail freight easement for use of shared-use facilities on the line pursuant to the Shared Use Agreement (Saugus Line) between Southern Pacific Transportation Company and Los Angeles County Transportation Commission, dated December 16, 1992. There are several provisions of the 1992 Agreement that directly impact commuter rail operations, including the potential to expand AVL service. The key provisions with relevance to this study are summarized as follows:

- During Peak Commuter Periods the Railroad (UPRR) shall have no right to use any portion of the shared use facilities, which has a single main line track, with certain specified exceptions.
- At times, other than the Peak Commuter Periods, the Railroad shall have the right to use any portion of the Shared Use Facilities, which has a single main line Track for Freight Trains.

Page 3.1-22, paragraph under Transit subheading under Impact 3.1-1 has been revised as follows:

Less-Than-Significant Impact with Mitigation. Construction may affect portions of the AVL mainline track as part of the Balboa Double Track Extension or Canyon Siding Extension improvements. Construction worker and vehicle movements across active tracks would occur along the portions of the AVL within the three capital improvement sites. There is potential for construction to result in schedule delays, increased dwell times, and overall decreased performance of the AVL as well as UPRR operations. Construction activities associated with the Canyon Siding Extension at the Santa Clarita Station may affect passengers due to temporary access impediments, pedestrian detours, and/or temporary shuttle service to nearby stations. Under the Island Platform design option, it is anticipated that the

Santa Clarita Station would be out of service for periods of construction and a shuttle service would be provided. Without mitigation, the Proposed Project would result in a significant impact on transit related to construction activities.

Page 3.1-26, Mitigation Measure **TR-2** has been revised as follows:

During final engineering design and prior to construction, Metro shall establish rail operating agreements and/or memoranda with Metrolink and Union Pacific Railroad (UPRR) to outline mutually agreed upon work windows and contractor operating restrictions. Such agreements shall identify performance objectives such as maximum allowed dwell times and/or on-time performance requirements to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications) and implemented to maintain the mutually agreed upon performance objectives during construction. Prior to construction, Metro and the construction contractor shall prepare detailed construction phasing plans for each phase of construction that identify appropriate means and methods to maintain mutually agreed upon on-time performance objectives while minimizing impacts on pedestrians and passengers at Santa Clarita Station and/or Lancaster Terminal. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to establish temporary construction detours for passengers at the Santa Clarita Station and Lancaster Terminal that correspond to detailed construction phasing plans to minimize impacts on passenger transfer times. Detailed construction phasing plans shall be deemed acceptable by Metrolink prior to commencement of construction activities that could affect regular Metrolink operations.

Throughout the duration of construction, Metro shall solicit Metrolink's and UPRR's participation, as-needed, in construction coordination meetings to evaluate the efficiency of the measures in place and Metro, and the construction contractor shall implement changes to means and methods during construction to ensure the performance objectives are maintained at an acceptable level throughout construction.

SECTION 3.4 BIOLOGICAL RESOURCES

Page 3.4-4, the following paragraph and associated table and figure have been added to the discussion under subheading 3.4.2.3, Special Status Species:

A review of the California Natural Diversity Database (CNDDB) identified occurrences of several threatened or endangered species, as well as special status natural communities within one mile of one or more capital improvement sites. **Table 3.4-1** lists CNDDB identified special status species and natural communities identified within one mile of one or more capital improvement sites. **Figures 3.4-1** through **3.4-3** depict CNDDB occurrences within one mile of one or more capital improvements sites.

Table 3.4-1: CNDDB Species Occurrences Within One Mile of Capital Improvement Sites

Scientific Name	Common Name	Taxonomic Group	Federal Listing[1]	State Listing[1]	State Rank[2]	Plant Rank[3]	CDFW Status[4]
BALBOA DOUBLE TRACK EXTENSION							
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	Riparian	None	None	S4		
Danaus plexippus pop. [1]	monarch - California overwintering population	Insects	None	None	S2S3		
Calochortus clavatus var. gracilis	slender mariposa-lily	Monocots	None	None	S2S3	1B.2	
Neotoma lepida intermedia	San Diego desert woodrat	Mammals	None	None	S3S4		SSC
Malacothamnus davidsonii	Davidson's bush-mallow	Dicots	None	None	S2	1B.2	
Vireo bellii pusillus	least Bell's vireo	Birds	Endangered	Endangered	S2		
CANYON SIDING EXTENSION							
Calochortus palmeri var. palmeri	Palmer's mariposa-lily	Monocots	None	None	S2	1B.2	
Southern Riparian Scrub	Southern Riparian Scrub	Riparian	None	None	S3.2		
Harpagonella palmeri	Palmer's grapplinghook	Dicots	None	None	S3	4.2	
Orcuttia californica	California Orcutt grass	Monocots	Endangered	Endangered	S1	1B.1	
Dodecahema leptoceras	slender-horned spineflower	Dicots	Endangered	Endangered	S1	1B.1	
Phrynosoma blainvillii	coast horned lizard	Reptiles	None	None	S3S4		SSC
Senecio aphanactis	chaparral ragwort	Dicots	None	None	S2	2B.2	
Southern Willow Scrub	Southern Willow Scrub	Riparian	None	None	S2.1		
Arizona elegans occidentalis	California glossy snake	Reptiles	None	None	S2		SSC
Anniella sp.	California legless lizard	Reptiles	None	None	S3S4		SSC
Calochortus clavatus var. gracilis	slender mariposa-lily	Monocots	None	None	S2S3	1B.2	
Gasterosteus aculeatus williamsoni	unarmored threespine stickleback	Fish	Endangered	Endangered	S1		FP
Gila orcuttii	arroyo chub	Fish	None	None	S2		SSC
Accipiter cooperii	Cooper's hawk	Birds	None	None	S4		WL
Calochortus plummerae	Plummer's mariposa-lily	Monocots	None	None	S4	4.2	
Aspidoscelis tigris stejnegeri	coastal whiptail	Reptiles	None	None	S3		SSC
Spea hammondii	western spadefoot	Amphibians	None	None	S3		SSC

Scientific Name	Common Name	Taxonomic Group	Federal Listing[1]	State Listing[1]	State Rank[2]	Plant Rank[3]	CDFW Status[4]
LANCASTER TERMINAL IMPROVEMENTS							
Athene cunicularia	burrowing owl	Birds	None	None	S3		SSC
Xerospermophilus mohavensis	Mohave ground squirrel	Mammals	None	Threatened	S2S3		
Chorizanthe parryi var. parryi	Parry's spineflower	Dicots	None	None	S2	1B.1	
Canbya candida	white pygmy-poppy	Dicots	None	None	S3S4	4.2	
Astragalus preussii var. laxiflorus	Lancaster milk-vetch	Dicots	None	None	S1	1B.1	
Buteo swainsoni	Swainson's hawk	Birds	None	Threatened	S3		
Calochortus striatus	alkali mariposa-lily	Monocots	None	None	S2S3	1B.2	

SOURCE: California Natural Diversity Database, 2020

[1] Endangered: A plant or wildlife species that is in danger of extinction within the foreseeable future throughout all or a significant portion of its range, both federally and/or state listed species.

Threatened: A plant or wildlife species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range, both federally and/or state listed species.

[2] S1: Critically imperiled in the state because of extreme rarity or because of some factor(s) such as very steep declines making it especially vulnerable to extirpation from the state.

S2: Imperiled in the state because of rarity, restricted range, very few populations, steep declines, or other factors making it very vulnerable to extirpation from the nation or state.

S3: Vulnerable in the state because of a restricted range, relatively few populations, recent or widespread declines, or other factors making it vulnerable to extirpation.

S4: Uncommon but not rare; some cause for long-term concern because of declines or other factors.

S5: Secure, widespread, and abundant in the state.

[3] 1A: Plant species presumed extinct in California and rare/extinct elsewhere.

1B.1: Plant species are rare, threatened, or endangered in California and elsewhere; seriously threatened in California.

1B.2: Plant species are rare, threatened, or endangered in California and elsewhere; fairly threatened in California.

2B.1: Plant species are rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California.

2B.2: Plant species are rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California.

3.1: Plant species needs more information; seriously threatened in California.

3.2: Plant species needs more information; fairly threatened in California.

3.3: Plants about which we need more information; not very threatened in California.

4.1: Plant species of limited distribution; seriously threatened in California.

4.2: Plant species of limited distribution; fairly threatened in California.

4.3: Plant species of limited distribution; not very threatened in California.

4SSC: Species of Special Concern - A species, subspecies, or distinct population of animal native to California that currently satisfies one or more of the following criteria: 1) is extirpated from the state or, in the case of birds, is extirpated in its primary season or breeding role; 2) is listed as federally-, but not state-, threatened or endangered; meets the state definition of threatened or endangered but has not formally been listed; 3) is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status; or 4) has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.

WL: Watch List - Species that were previously designated as SSC, but no longer merit that status, or which do not yet meet SSC criteria, but for which there is a concern and a need to additional information to clarify status.

Figure 3.4-1: Balboa Double Track Extension Site CNDDB Occurrences Within One Mile

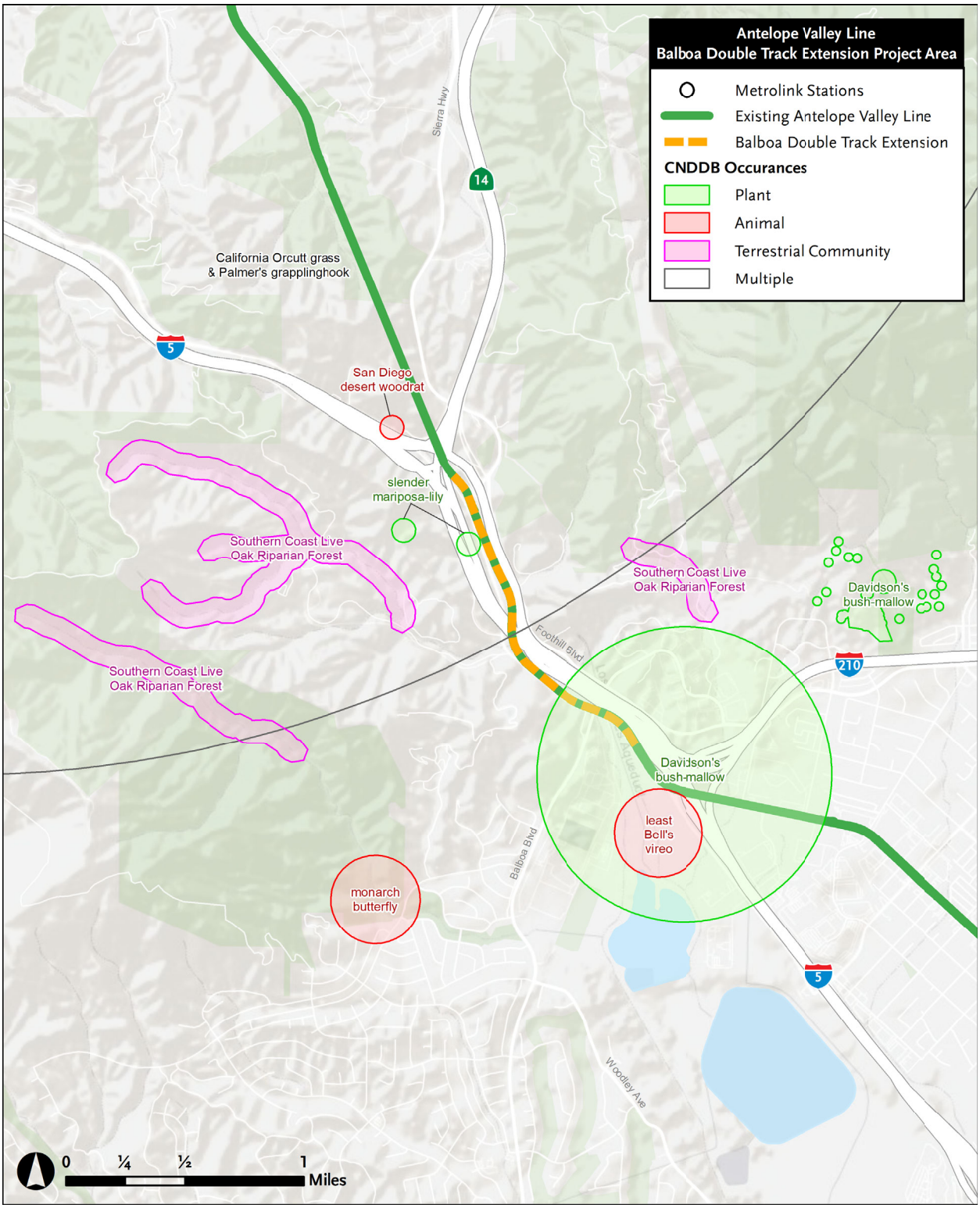
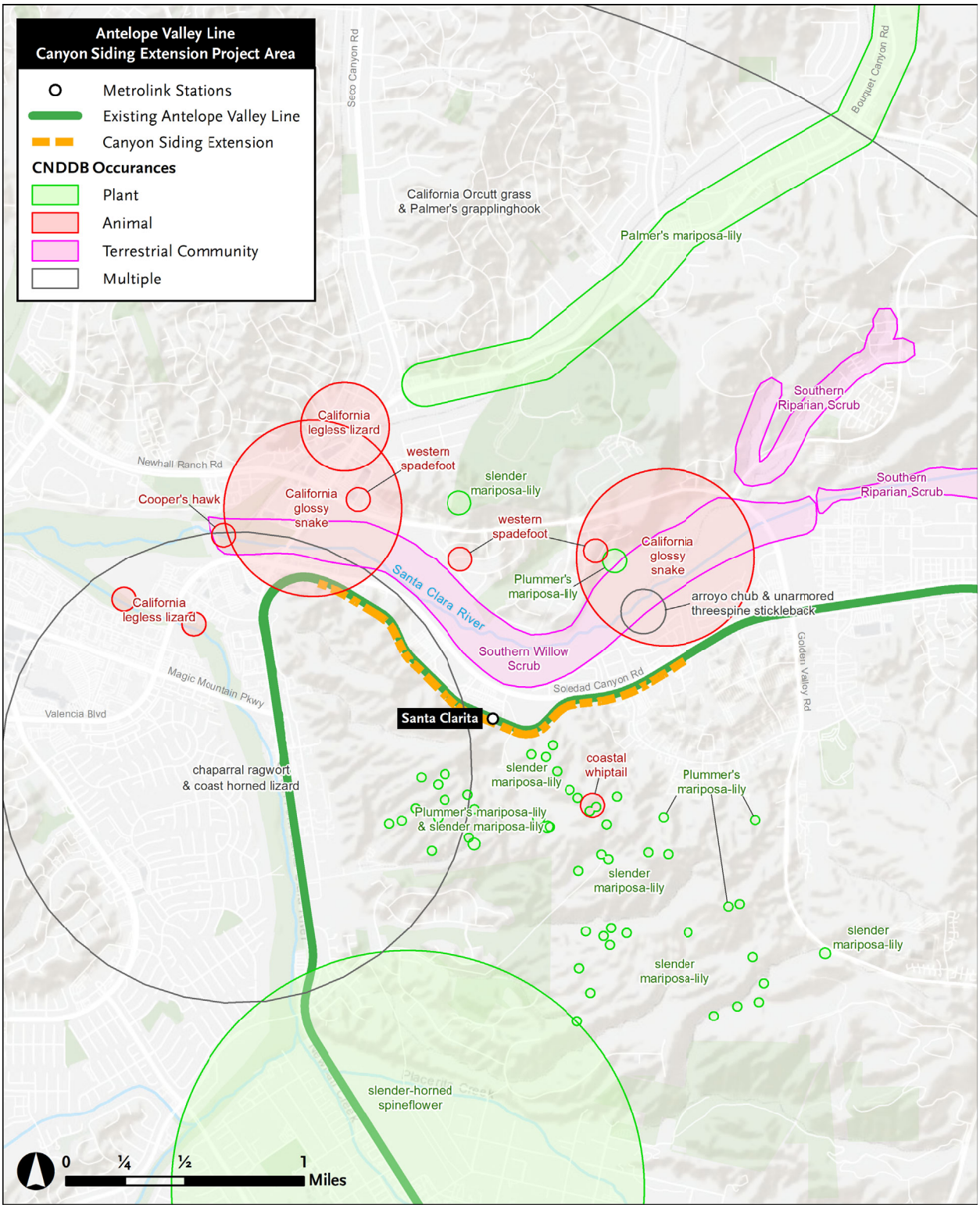
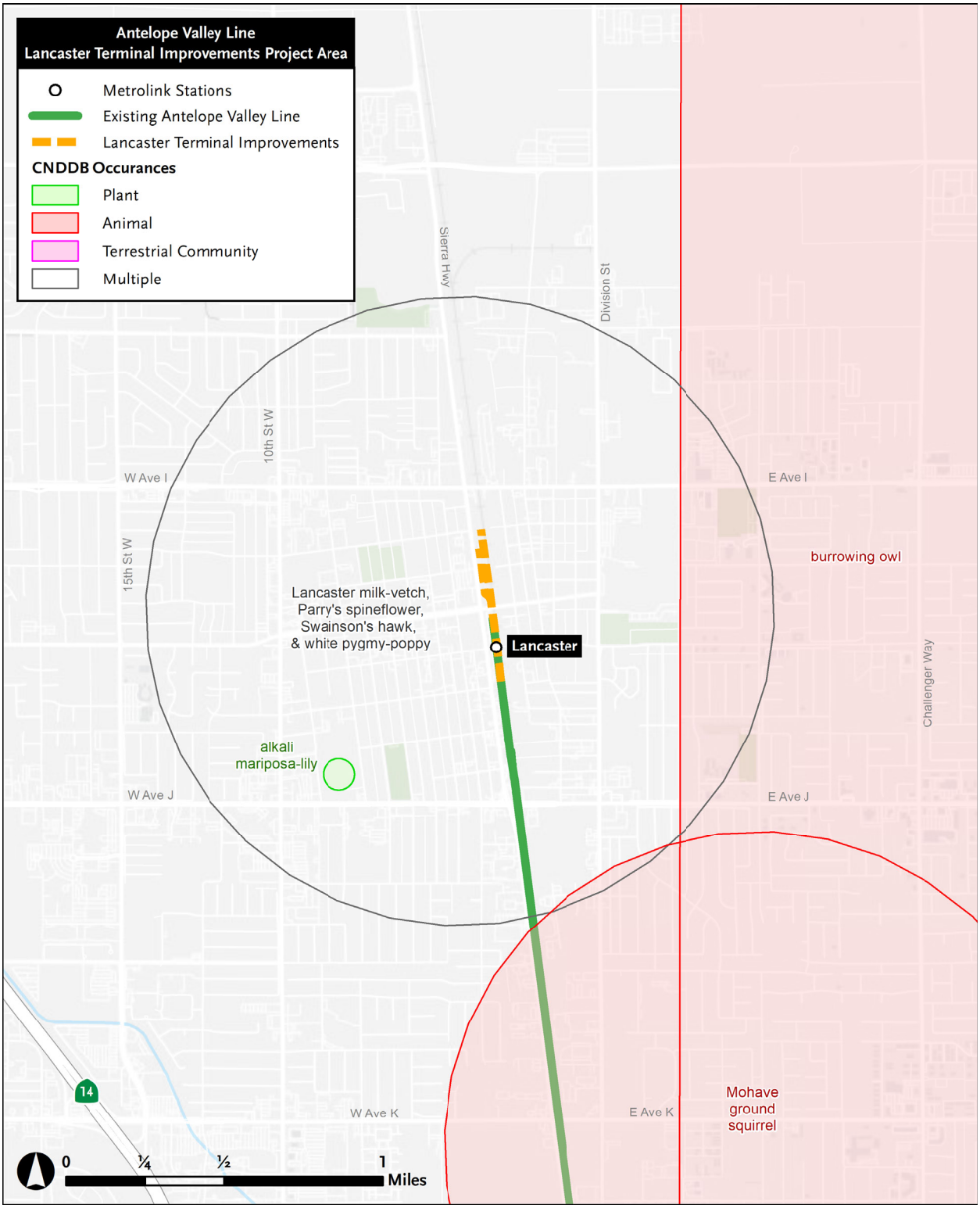


Figure 3.4-2: Canyon Siding Extension Site CNDDB Occurrences Within One Mile



Metro

Figure 3.4-3: Lancaster Terminal Improvements Site CNDDB Occurrences Within One Mile



Page 3.4-7, the following bullets have been added under Literature Review:

- Review of the CDFW CNDDB species lists for the Oat Mountain, San Fernando, Newhall, Mint Canyon, East Lancaster, and West Lancaster 7.5-foor Quadrangles.
- Review of CDFW CNDDB RareFind species occurrence records.

Page 3.4-9, the following has been added after the last paragraph under subheading, Construction, under Impact 3.4-1:

More specifically, coastal California gnatcatcher habitat has been identified to the north of the Balboa Double Track Extension site and to the south of the Canyon Siding Extension site. While no coastal California gnatcatcher habitat has been identified within either capital improvement site, there is potential for vegetation within the two capital improvement sites to support coastal California gnatcatcher, particularly within the hillside along the south side of the Canyon Siding Extension site. Grading activities along the hillside are likely to result in the removal of some vegetation along the upper slopes. Mitigation Measure **BIO-7** would ensure that coastal California gnatcatcher protocol surveys are conducted to determine presence of the species and further requires avoidance of any identified habitat, particularly during the nesting season.

In addition, presence of water and riparian vegetation within the properties adjacent to the Balboa Double Track Extension site suggests there is potential for least Bell's vireo to be present in and around the site given nearby occurrences of the species to the south. Mitigation Measure **BIO-8** would ensure that least Bell's vireo protocol surveys are conducted to determine if the species is present at the Balboa Double Track Extension site or its surroundings and requires avoidance of disturbing active nests or removal of identified habitat.

Plant surveys conducted at the Lancaster Terminal Improvements site identified a single western Joshua tree located approximately 280 feet east of the Lancaster Terminal Station platform at the intersection of Yucca Avenue and Milling Street. On September 22, 2020, the California Fish and Game Commission determined that listing western Joshua tree as threatened under CESA may be warranted. While no construction activities are anticipated at this location, movement of construction equipment and personnel near the western Joshua tree has the potential to disturb the root zone and soils supporting the tree potentially resulting in impacts to the tree's health and seedbank. Potential impacts would be most likely under one of the proposed design options as construction work would occur along the existing station platform, within 250 feet of the tree. Mitigation Measure **BIO-9** would ensure that no construction activities or access would occur near the identified western Joshua tree by restricting construction access from Yucca Avenue or Milling Street.

Special status fish species known to have ranges in the vicinity of the capital improvement sites include the Santa Ana sucker near the Balboa Double Track Extension site and the unarmored threespine stickleback near the Canyon Siding Extension site. While survey work at the Balboa Double Track Extension site and the Canyon Siding Extension site did not identify presence of any fish, access limitations restricted biologist's ability to survey the full extent of both sites, including water bodies. While water bodies at both sites are limited to several open channels and earthen ditches on the properties adjacent to the Balboa Double Track site and drainage inlets along the length of the Canyon Siding Extension site, these features may be hydrologically connected to river systems that support these special status species, namely the Santa Clara River. While it is not anticipated that any construction work would occur within a tributary, crews working near streams may cause stream bank erosion, which can result in impacts to fish by potentially resulting in crushing, burying, smothering, or displacing fish, fish fry, nesting burrows, and eggs, or microscopic flora and fauna food sources for fish and fry. Additionally, excessive sedimentation may degrade substrate and water conditions needed for reproduction, potentially causing reduced reproductive capacity and success. The Proposed Project may require vegetation removal within or adjacent to waterbodies. This can potentially result in additional stream bank erosion. Flow regime changes or changes to streambed composition may affect the viability and reproductive capacity of fish. Mitigation Measure **BIO-10** would require additional survey work to determine if any fish are present in or around the Balboa Double Track Extension site or the Canyon Siding Extension site and would require application for proper permits if impacts on special status fish species cannot be avoided. Mitigation Measure **BIO-11** would require unarmored threespine stickleback protocol surveys at the Canyon Siding Extension site to determine if the species is present and would require avoidance if identified within the site or affected tributaries.

Grading activities proposed in both the Balboa Double Track Extension site and the Canyon Siding Extension site also has potential to impact other special status species or their habitat identified through a search of the CNDDB. These species include: slender mariposa-lily, San Diego desert woodrat, Davidson's bush-mallow, Palmer's mariposa-lily, Plummer's mariposa-lily, coastal whiptail, and western spadefoot toad. If present during grading activities, these special status species could potentially experience injury or death as well as a loss of critical habitat. Mitigation Measure **BIO-12** would require on-site and surrounding biological surveys to determine the presence of special status terrestrial and plant species potentially affected by the Proposed Project.

Page 3.4-13, the following mitigation measure has been revised:

BIO-7 ~~All native vegetation in California gnatcatcher habitat (coastal sage scrub) that must be cleared for project construction must be cleared outside of breeding season (breeding season typically occurs between February 15 to August 31). If construction activities must take place in gnatcatcher breeding season, a pre-construction survey will be conducted for active nests within 500 feet of the construction footprint. Surveys will continue weekly throughout the breeding season. If a nest is within 250 feet of ongoing project activities, Proposed Project work will cease within that 250 feet until the nest has failed or fledged.~~

Metro shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to starting any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.

Where Project construction and activities would occur within and/or adjacent to California coastal gnatcatcher habitat, no work shall occur from February 15 through August 31.

There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat.

If California coastal gnatcatcher habitat is identified within the construction footprint of any of the capital improvement sites, Metro shall provide compensatory mitigation for loss of any California coastal gnatcatcher habitat at no less than a 2:1. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance.

Page 3.4-13, the following mitigation measures have been added:

BIO-8 Prior to Project construction activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWs within 45 calendar days

following the completion of protocol-level surveys. If least Bell's vireo is detected, no construction work, including staging, mobilization, and site preparation, shall occur during the least Bell's vireo nesting season (April 10 to July 31). No habitat supporting least Bell's vireo shall be removed at any time.

If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Proposed Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro shall seek appropriate take authorization under the California Endangered Species Act. Metro shall obtain a permit from California Department of Fish and Wildlife prior to starting any Project construction and activities.

BIO-9 There shall be no impacts on western Joshua trees and seedbank. Access to the Lancaster Terminal Improvements site shall not be allowed from Yucca Avenue/West Milling Street. No activities shall occur within a 250-foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance. If necessary, Metro shall seek appropriate take authorization under the California Endangered Species Act before starting any construction and activities where impacts to the western Joshua tree and seedbank cannot be avoided.

BIO-10 At least one year prior to starting any Project construction and activities, a qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. If a California Endangered Species Act (CESA) and/or Endangered Species Act (ESA)-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro shall consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro shall have a permit from CDFW and/or USFWS prior to starting any Project construction and activities.

If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on

its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits.

BIO-11 At least one year prior to starting any Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologist with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to CDFW.

Metro shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback.

BIO-12 During final design and at least one year prior to construction, a qualified biologist with access to the rail right-of-way, shall conduct a field assessment within the Balboa Double Track Extension and Canyon Siding Extension sites. The assessment shall include an inventory of observable plant and animal species, mapping and characterization of on-site habitats, and an evaluation of each site's potential to support special status species. Presence/absence surveys shall be conducted for special status plants, San Diego desert woodrat, coastal whiptail, western spadefoot toad, arroyo toad, silvery legless lizard, coast horned lizard, as well as small mammals, and bats. Results of the field assessment shall be provided to CDFW. In consultation with CDFW, the qualified biologist shall make recommendations for the avoidance of any identified species including but not limited to additional preconstruction surveys, capture and relocation of terrestrial species by a qualified biologist with proper scientific collection and handling permits, additional restrictions on construction equipment and/or means, and application for appropriate take authorization.

Page 3.4-13, under subheading, Significance of Impacts after Mitigation, the following paragraph has been revised:

> Mitigation Measure **BIO-7** would avoid potential impacts on California gnatcatcher, a special status species, by ensuring that protocol surveys are conducted to identify the presence of California gnatcatcher and requirements to avoid any identified habitat, particularly during the nesting season. ~~that identified California gnatcatcher habitat is not affected by construction during breeding season. If vegetation clearing must happen during breeding season, a preconstruction survey would be required with restrictions on construction activities if active nests are identified thus ensuring~~ Impacts on California gnatcatcher would be less than significant.

Page 3.4-13, under subheading, Significance of Impacts after Mitigation, the following paragraphs have been added:

> Mitigation Measure **BIO-8** would avoid potential impacts on least Bell's vireo, a special status species, by ensuring that protocol surveys are conducted to identify the presence of least Bell's vireo and requires avoidance of disturbing active nests or removal of identified habitat. Impacts on least Bell's vireo would be less than significant.
>
> Mitigation Measure **BIO-9** would avoid potential impacts on western Joshua tree, a special status species, by ensuring that construction activities and access to the construction site avoid the tree. Impacts on western Joshua tree would be less than significant.
>
> Mitigation Measures **BIO-10** would avoid impacts to sensitive fish species, particularly Santa Ana sucker by requiring additional survey work to determine if any fish are present in or around the Balboa Double Track Extension site or the Canyon Siding Extension site and would require application for proper permits if impacts on special status fish species cannot be avoided. Mitigation Measure **BIO-11** would avoid impacts to unarmored threespine stickleback by requiring protocol surveys at the Canyon Siding Extension site to determine if the species is present and would require avoidance if identified within the site or affected tributaries. Impacts on sensitive fish species would be less than significant.
>
> Mitigation Measure **BIO-12** would avoid impacts to other sensitive species by requiring a field assessment within the Balboa Double Track Extension and Canyon Siding Extension ROW to determine if other sensitive species are present or have habitat potentially affected by the Project. The field assessment would be required to make additional recommendations for the avoidance of impacts to special status species.

Page 3.4-14, the following paragraph has been revised under Impact 3.4-2, subheading Construction:

> **Less-Than-Significant Impact with Mitigation**. CDFW considers riparian habitat to be a sensitive biological community. Construction of the Proposed Project could temporarily impact riparian vegetation in both the Balboa Double Track Extension site and Canyon Siding Extension site. Although, there are no permanent impacts to riparian habitat or sensitive natural communities anticipated since the permanent features of the Proposed Project at these sites would be limited to the existing ROW, which does not include riparian habitat or known sensitive plant communities. Construction would be temporary and limited in scope as the proposed improvements in areas of riparian habitat are limited to the construction of new rail lines in existing ROW. Given that riparian vegetation is present adjacent to the Balboa Double Track Extension and the Canyon Siding Extension sites, indirect impacts such as introduction and colonization of nonnative, invasive plant species. In addition, dust, construction-related chemicals such as fuels and refuse, and run-off from the construction site can accumulate within water courses or other areas supporting riparian vegetation or other sensitive plant communities, particularly in low-lying areas along edges of the AVL ROW. Adherence to Mitigation Measures **BIO-~~8~~ 13** ~~through~~ and **BIO-1~~0~~** in this document would ensure that impacts would be less than significant. Though not anticipated, if permanent impacts to riparian habitat or other sensitive natural communities are identified through implementation of Mitigation Measures **BIO-7** through **BIO-12**, Mitigation Measure **BIO-15** would be implemented to ensure the Proposed Project does not result in a significant reduction in the quality or quantity of the State's riparian habitat and sensitive natural communities.
>
> Southern California black walnut trees have been observed along the slopes adjacent to the Balboa Double Track Extension site and coast live oak trees are present along the south side of the Canyon Siding Extension site near the Santa Clarita Station platform. Southern California black walnut CDFW considers both California walnut groves and coast live oak woodland to be sensitive natural communities. Grading activities at both locations have the potential to require removal of these sensitive trees. Mitigation Measures **BIO-16** and **BIO-17** would be implemented to replace any impacted southern California black walnut or coast live oak trees or associated sensitive plant communities removed as part of the Project.

Page 3.4-14, the following mitigation measures has been revised:

> **BIO-1~~3~~8** Riparian zones within the three capital improvement sites shall be protected through control of invasive plant species ~~and animal species following final site stabilization~~. All construction vehicles and heavy equipment shall be washed (including treads, wheels, and

undercarriage) prior to delivery to the Project site to minimize weed seeds entering the construction area via vehicles. Slope stabilization and replanting materials used during construction shall be certified as weed-free. Invasive plant species (such as giant reed) located on the Proposed Project site shall be removed during construction. Invasive plant species shall be removed using best management practices that contain and properly dispose of the species' seeds and plant materials (which may reproduce asexually). Transport of any invasive plant material offsite shall be stored in securely covered containers or vehicles and disposed of at facilities that shall properly eliminate the ability of these materials to grow or colonize new areas.

BIO-14~~9~~ In areas where riparian features are below upland features, a qualified biologist shall determine if any disturbance would occur in upland areas such that runoff could affect wetlands or riparian habitat. If riparian features are identified in locations that may be subject to construction-relate runoff, the qualified biologist shall identify these areas, clearly delineate sensitive site conditions on-site, and recommend best management practices for the control of runoff including but not limited to:

- Minimizing the extent of disturbed areas and duration of exposure;
- Stabilizing and protecting disturbed areas;
- Keeping runoff velocities low;
- Retaining sediment within the construction area;
- Use of silt fences or straw wattles;
- Temporary soil stabilization;
- Temporary drainage inlet protection;
- Temporary water diversion around the immediate work area; and
- Minimizing debris from construction vehicles on roads providing construction access.

BIO-15~~10~~ Metro shall provide no less than 2:1 ratio for direct impacts on streams and associated riparian plant community. Metro shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2 to be determined through consultation with California Department of Fish and Wildlife and/or Department of Fish and Wildlife, as applicable. ~~Native biota shall be re-introduced to riparian areas impacted by Proposed Project construction as required.~~

Page 3.4-13, the following mitigation measures have been added:

BIO-16 Metro shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed.

BIO-17 Metro shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro shall create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation site shall also provide the same understory species as found in the impacted area.

Page 3.4-14, under subheading, Significance of Impacts after Mitigation, the following paragraph has been revised:

Mitigation Measures **BIO-13~~8~~** through **BIO-15~~10~~** would ensure that impacts to riparian habitat would be less-than-significant by controlling invasive species, identifying potential runoff into riparian wetland areas, and by ~~reintroducing native biota in areas where Proposed Project construction has cleared vegetation~~ requiring mitigation compensation for streams and riparian plan community that are directly impacted by the Proposed Project. Mitigation Measures **BIO-16** and **BIO-17** would ensure impacts to other sensitive plant communities, including southern California black walnut and coast live oak, would be less-than-significant by requiring the replacement of impacted trees or sensitive plant communities.

Page 3.4-15, the following paragraph has been revised under Impact 3.4-3, subheading Construction:

Less-Than-Significant Impact with Mitigation. There are multiple riverine and freshwater pond features within the vicinity of the capital improvement sites, including one riverine feature that demonstrates indicators of wetland presence adjacent to the Balboa Double Track Extension site. None of these features contain State or federally protected wetlands. However, construction activities have the potential to result in hydrological interruption through the inadvertent disturbance of water features associated with grading activities. Mitigation Measures **BIO-18~~11~~** and **BIO-19~~12~~** would ensure that any potential impacts to water features surrounding the capital improvement sites would have less than significant impacts on any potential wetlands.

Page 3.4-15, the following mitigation measure has been revised:

BIO-19~~12~~ To comply with the state and federal regulations for impacts to “waters of the United States and state,” the following agency permits are required, or verification that they are not required shall be obtained.

- The following permit and agreement shall be obtained, or provide evidence from the respective resource agency that such an agreement or permit is not required:
 - A Clean Water Act, Section 401/404 permit issued by the California Regional Water Quality Control Board (RWQCB) and the USACE for all project-related disturbances of waters of the United States and/or associated wetlands.
 - A Section 1602 Streambed Alteration Agreement (LSA) issued by the CDFW for all project related disturbances of any streambed.
 - If required, the Streambed Alteration Agreement notification shall include the following information and analyses:
 1. Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted;
 2. An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity;
 3. A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site;
 4. A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities;
 5. An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation;
 6. Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities;
 7. Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals and reintroducing native biota;
 8. A complete description of routine maintenance activities that may be required for the life of the Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project; and
 9. Protocol survey results (see Mitigation Measures **BIO-7** through **BIO-12**), including negative findings, shall be included as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species.
- Documentation: Metro shall consult each agency to determine if a permit or agreement is required. Upon completion of the agency review of this

project, the applicant shall provide a copy of the permit(s)/agreement(s), or evidence from each agency that such an agreement or permit is not required for compliance.

- Timing: Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits.
- Monitoring: Metro shall review the permits/agreement for compliance with this condition. Copies of these permits should be implemented on the grading plans.

Page.3.4-18, the follow mitigation measure numbers have been revised:

BIO-20~~13~~ Preconstruction surveys for protected trees (native trees four inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under any relevant tree protection ordinance, shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the relevant local jurisdiction. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the relevant local agency has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring one inch or more in diameter, one foot above the base, and shall be at least seven feet in height measured from the base.

BIO-21~~14~~ Protect trees that will possibly receive impacts to the root system by restricting root cuts to the outer region of the roots using a distance formula recommended by the International Society of Arboriculture. Adjust utility relocations to avoid as many tree trunks and root clusters as possible and eliminate direct impacts/removal of trees. Hand digging the root protection zones will reduce indirect impacts to the root systems.

BIO-22~~15~~ Provide temporary supplemental irrigation to existing trees during construction, as necessary.

BIO-23~~16~~ Replace all impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements

Phytophthora/Clean Nursery Stock protocols ~~with native drought tolerant trees of comparable size to the impacted trees~~.

BIO-~~24~~17 Determine proven methods of stabilizing the existing landscape to minimize disturbances beyond the area of cut and fill.

BIO-~~25~~18 Consider "Geo-cell" type planted retaining wall stabilization structures if they can be planted with native chaparral seed.

BIO-~~26~~19 Provide compost to hold moisture in the soil. Utilize watering bags for the establishment period.

Page 3.4-19, the following mitigation measure has been added:

BIO-27 All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.

Page 3.4-19, under subheading, Significance of Impacts after Mitigation, the following paragraph has been revised:

Mitigation Measures **BIO-19~~13~~** through **BIO-27~~19~~** would ensure a less-than-significant impact related to local ordinances by requiring compliance with local tree ordinances including conducting a preconstruction tree survey, requiring replacement of displaced trees and providing protections of existing trees, including root protection, compost, and slope stabilization measures.

SECTION 3.5 CULTURAL RESOURCES

Page 3.5-7, the following discussion has been added to the second paragraph under subheading 3.5.2, Existing Setting:

The results of the South Central Coastal Information Center (SCCIC) records search indicate that 126 previously-recorded resources are located within the 0.25-mile records search radius of the Project Area. Resources that have been identified as overlapping or adjacent to the Project Area are discussed below. Appendix E provides additional detail on the records search results. In addition, the Fernandeño Tataviam Band of Mission Indians provided information on one resource that had been recorded by a private citizen. In 2018, the private citizen provided the resource and locational information to Fernandeño Tataviam Band of Mission Indians.

Page 3.5-8, the following addition to the last paragraph under subheading 3.5.3.2, Archaeological Resources has been made:

> Although no prehistoric resources overlap the Project Area, ~~nine~~ ten prehistoric resources have been previously-recorded within 0.25 miles of the Canyon Road Station. The prehistoric resources include ~~four~~ five deposits of lithic tools, lithic debitage, ground stone artifacts (P-19-000351/CA-LAN-000351, P-19-001824/CA-LAN-001824, P-19-003043/CA-LAN-003043, ~~and~~ P-19-120063, and one resource recorded by a private citizen) and five isolated lithic flakes (P-19-100341, P-19-100343, P-19-100344, P-19-100345, and P-19-100346).

Page 3.5-12, the Mitigation Measure **CUL-1** has been revised as follows:

> **CUL-1** Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of the Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.
>
> Prior to issuance of grading permits for each capital improvement site, a qualified archeologist, meeting the Secretary of the Interior's Standards shall be retained to serve as Project Archaeologist ~~and~~ to develop and supervise the archaeological monitoring program. ~~In addition, Native American monitors from the Consulting Tribe(s) shall be retained to monitor earth-moving activities in native (i.e., non-fill) sediments. Native American monitoring shall be conducted on a rotational basis between Consulting Tribes (should more than one be involved) during these construction activities, and attendance is ultimately at the discretion of the Tribe(s).~~
>
> Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency. The Consulting Tribes shall also be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension project area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at

the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (8) communication/notification protocols; and (9) a description of monitoring reporting procedures.

At the commencement of construction, an archaeologist shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.

The archaeological ~~and Native American~~ monitor~~s~~ shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension capital improvement area, the archaeological monitor shall be present for all ground-disturbing activities within the Environmentally Sensitive Area, including those in disturbed fill sediments During ground-disturbing activities outside of the Environmentally Sensitive Area within the Canyon Siding Extension capital improvement area, archaeological monitoring shall be limited to ground-disturbing activities within native soil only.

All archaeological monitors, working under the supervision of the Project Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. ~~Ground-disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.~~ A sufficient number of archaeological ~~and Native American~~ monitors shall be present each workday to ensure that simultaneously-occurring ground-disturbing activities receive thorough levels of monitoring coverage. The Project Archaeologist shall have the ability to recommend, with written and photographic justification, the reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the ~~Native American participant(s)~~ Consulting Tribes concur with this assessment, then monitoring shall be reduced or ceased.

If an inadvertent discovery of archaeological materials is made during project-related construction activities, the archaeological ~~and Native~~

~~American~~ monitors shall have the authority to halt ground-disturbing activities within 50 feet of the resource(s) and an Environmentally Sensitive Area physical demarcation shall be constructed. The Project Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources (TCRs) are identified within disturbed or native sediments, the Consulting Tribes shall be notified. ~~In the event of an inadvertent discovery, t~~ The procedures outlined in a ~~Cultural Resources Monitoring Plan (~~CRMP ~~Mitigation Measure **CUL-2**~~) shall then be ~~followed~~ implemented.

Page 3.5-13, Mitigation Measure **CUL-2** has been deleted as follows:

~~**CUL-2** Prior to commencement of any grading activities on site, the Project Archaeologist shall prepare a CRMP. The CRMP shall be reviewed by the Lead Agency. The Consulting Tribe(s) shall be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Project Archaeologist, archaeological monitors, and Native American monitors; (2) a description of monitoring procedures; (3) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (4) a description of what types of resources may be encountered; (5) a description of circumstances that would result in the halting of work at the project site (e.g., what is considered a "significant" archaeological site); (6) a description of procedures to follow when a resource is encountered; (7) communication/notification protocols; and (8) a description of monitoring reporting procedures. If any significant historical resources, archaeological resources, TCRs, or human remains are found during monitoring, work shall be stopped within 50 feet of the resource until such time as the resource can be evaluated by the Project Archaeologist in coordination with the Lead Agency and Consulting Tribe(s).~~

~~At the commencement of construction, an archaeologist and Native American representative shall provide a Worker Environmental Awareness Program (WEAP) training for all earth-moving personnel and their supervisors. WEAP materials will be developed and distributed to construction personnel over the lifetime of the Project. The program will inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during project excavation, contact information for the archaeological personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.~~

Page 3.5-15, the following paragraph has been revised under subheading Significance of Impacts after Mitigation:

> Implementation of Mitigation Measures **CUL-1** ~~and **CUL-2**~~ would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to archaeological resources.

SECTION 3.10 NOISE AND VIBRATION

Page 3.10-3, under the Los Angeles County subheading, the following discussion has been added :

> **Los Angeles County General Plan Noise Element.** The following portions of the General Plan are relevant to the project:
>
> - Goal N 1: The reduction of excessive noise impacts.
> - Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.
> - Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility.
> - Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).
> - Policy N 1.4: Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.
> - Policy N 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins.
> - Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.
> - Policy N 1.9: Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.

SECTION 3.11 TRIBAL CULTURAL RESOURCES

Page 3.11-5, the following paragraph has been revised:

> By the late 18th century, the Gabrieleño population had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrieleño communities disintegrated as families were separated during the practice of missionization; however, current descendants of the Gabrieleño remain in the Los Angeles Basin today. Although there are no federally-recognized Gabrieleño groups or tribes, State of California recognizes several groups of Gabrieleño descent~~, including the Tongva and Kizh Nation bands~~.

Page 3.11-7, the following paragraph has been revised:

> During AB 52 consultation, the Project corridor was identified as a TCR by Mr. Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation and Mr. Jairo Avila of the Fernandeño Tataviam Band of Mission Indians identified a location immediately outside of the 0.25-mile records search radius within the vicinity of the Canyon Siding Extension project area, as a TCR. A summary of AB 52 Consultation Communication to date as well as copies of correspondence to date with the NAHC and tribal groups is provided in Appendix E.

Page 3.11-8, the following paragraph under Section 3.11.3.2, Methodology, has been revised:

> The analysis of tribal cultural resources was based on the results of the records search and literature review, a search of the SLF from the NAHC, and AB 52 consultation. No known TCRs were identified within the Project Area during the SLF search; however, the the Gabrieleno Band of Mission Indians – Kizh Nation identified the Project Area as a TCR and the Fernandeño Tataviam Band of Mission Indians identified locations immediately outside of the 0.25-mile records search radius within the vicinity of the Balboa Double Track Extension and Canyon Siding Extension project areas, as TCRs. This analysis examines the possibility of encountering additional, unrecorded TCRs during Project construction.

Page 3.11-11, the following paragraph has been revised under Impact 3.11-1:

> The Proposed Project is located within an urbanized area and has been subject to disruption by development activities associated with the railroad and surrounding urban uses. As a result of previous development activities, surficial archaeological resources and any above-ground tribal cultural resources that may have existed have likely been displaced or destroyed. Considering the stated sensitivity of the Project Area with regard to the assumed presence of materials, artifacts, and unmarked burials along the AVL corridor there is a possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. Therefore, without

mitigation, construction of the Proposed Project would result in a potentially significant impact related to TCRs. Potential impacts to TCRs that are not listed or eligible for listing in the California Register or a local register are discussed in Impact 3.11-2. Compliance with Mitigation Measures **CUL-1** and ~~**CUL-2**~~ **TCR-1** would reduce impacts to the TCR to less-than-significant levels.

Page 3.11-11, the following paragraph has been revised under Mitigation Measures subheading:

Refer to Mitigation Measures **CUL-1** ~~and **CUL-2**~~ in Section 3.5, Cultural Resources of the Draft EIR. ~~Ongoing AB 52 consultation with Native American tribes may result in specific TCR Mitigation Measures, based on the results of consultation.~~

Page 3.11-11, the following Mitigation Measure has been added under Mitigation Measures subheading:

TCR-1 Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of the Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.

In addition to the Program Archaeologist and archaeological monitor (See Mitigation Measure **CUL-1**), a Native American monitor from the Consulting Tribes shall be retained to monitor earth-moving activities. Native American monitoring shall be conducted on a rotational basis between the Consulting Tribes (Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation) during these construction activities, and attendance is ultimately at the discretion of the Consulting Tribes.

Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency and Consulting Tribes. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the

halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (9) communication/notification protocols; and (8) a description of monitoring reporting procedures.

At the commencement of construction, an archaeologist and Native American representatives from the Consulting Tribes shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.

The Native American monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the Native American monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension site, Native American monitoring shall be limited to ground-disturbing activities within native soil only. A sufficient number of Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

If an inadvertent discovery of archaeological materials is made during program-related construction activities, the Native American monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist, Lead Agency, and Consulting Tribes shall be notified regarding the discovery. The procedures outlined in CRMP shall then be implemented.

Page 3.11-10, the following paragraph has been revised under Significance of Impacts after Mitigation subheading:

Mitigation Measures **CUL-1** and **TCR-1** ~~**CUL-2**~~ would mitigate inadvertent impacts to potential subsurface archaeological deposits or tribal cultural

resources during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact.

Page 3.11-10, the following paragraph has been revised under Impact 3.11-2:

As discussed in Section 3.11.2, the NAHC reported the search of the SLF revealed negative results for the relevant United States Geological Survey quadrangles; however, the Project corridor was identified by Mr. Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation as a TCR and Mr. Jairo Avila of the Fernandeño Tataviam Band of Mission Indians identified locations immediately outside of the 0.25-mile records search radius within the vicinity of the Balboa Double Track Extension and Canyon Siding Extension project areas, as TCRs. Project notification letters were sent to 15 tribes or tribal representatives with an invitation to consult on the Project under AB 52.

Page 3.11-10, the following paragraph has been revised under Construction subheading:

There is the possibility that previously undiscovered and undocumented resources could be adversely affected or otherwise altered by ground-disturbing activities during construction of the project. Disturbance of undocumented resources would be a potentially significant impact without implementation of mitigation measures. Implementation of Mitigation Measures **CUL-1** and **TCR-1** ~~**CUL-2**~~, as presented below, would avoid or reduce potential impacts to unknown buried resources to a level that is less than significant.

Page 3.11-10, the following has been revised under Mitigation Measures subheading:

Mitigation Measures **CUL-1** and **TCR-1** ~~**CUL-2**~~.

Page 3.11-10, the following has been revised under Significance of Impacts after Mitigation subheading:

Mitigation Measures **CUL-1** and **TCR-1** ~~**CUL-2**~~ would mitigate inadvertent impacts to potential subsurface archaeological deposits or TCRs during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to TCRs.

APPENDIX E ARCHAEOLOGICAL AND TRIBAL CULTURAL RESOURCES TECHNICAL REPORT

Page 32 of the Archaeological and Tribal Cultural Resources Technical Report (Appendix E) Table 5: Summary of AB 52 Consultation Communication has been revised as follows:

Table 1: Summary of AB 52 Consultation Communication

Recipient	Response
Jairo Avila Fernandeño Tataviam Band of Mission Indians	**October 13, 2020:** Request to initiate consultation sent by Metro. **November 8, 2020:** Mr. Avila sent an email stating that the Program is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians and encompasses lineage-villages from which members of the Tribe descend. He requested to review grading/excavation plans, geotechnical report, and cultural resource assessment report prior to providing tribal comments or scheduling a consultation meeting. **November 11, 2020:** Mr. Avila had a phone call with Mr. Brian Balderrama stating he was concerned about resources that have been recorded as Tribal Cultural Resources with the tribe. He requested that a 1-mile records search radius be used. **August 31, 2021:** A consultation call was held with Mr. Avila regarding the Mitigation Measures (MMs) proposed in the Draft Environmental document. In attendance were Brian Balderrama (Metro), Eric Banghart (Mott MacDonald), Peter Feldman (TAHA), and Liz Denniston (Paleo Solutions). Mr. Avila requested that a resource that has been recorded solely with the tribe be included in the cultural resources investigation, that the MMs specify which tribal groups would be included in the monitoring efforts, include a statement that all tribal groups be notified in the event of any finds, that all resources, including those that are in disturbed material be treated as potentially TCRs, and specify that the Cultural Resources Monitoring Plan (CRMP) would include language to establish curation procedures. At this time, it was also explained to Mr. Avila that the records search radius was decreased to 0.25-mile due to the number of previously recorded resources within the project vicinity, and the results had been received prior to his request for a 1-

	mile radius. Mr. Avila stated that he appreciated the clarification. **September 29, 2021:** An email was sent by Metro stating that in response to their concerns, the mitigation measures were updated as requested. Mr. Balderrama stated that monitoring for excavation outside of the established ESAs will be limited to native, non-fill material. While it is infeasible to employ monitoring of ground disturbing activities in fill material outside of the established ESAs, Mr. Balderrama stated that the Tribe was welcome to do so of their own volition. **November 4, 2021:** Mr. Avila replied stating that the Tribe finds the mitigation measures to be acceptable for the proposed Project and there were no further comments at this time. They requested that they be notified of any changes or updates and were looking forward to reviewing the final mitigation measures and the CRMP once drafted.
Andrew Salas Gabrieleno Band of Mission Indians – Kizh Nation	**October 13, 2020:** Request to initiate consultation sent by Metro. **October 22, 2020:** Mr. Salas sent an email requesting consultation. **December 16, 2020:** A consultation call was held between Metro and the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). In attendance were Brian Balderrama (Metro), Eric Banghart (Mott MacDonald), Andrew Salas (Kizh Nation), Matt Teutimez (Kizh Nation), and Liz Denniston (Paleo Solutions). Mr. Balderrama began by providing an overview of the Program. He stated that while the Program follows the CHSR alignment, the Program is being completed by Metro and the CHSRA is acting only as a stakeholder in the Program. Mr. Balderrama explained that the Program consists of adding a parallel track within the existing railroad corridor, along with updating infrastructure at three locations along the alignment: Lancaster Terminal, Canyon Siding Extension, and Balboa Double Track Extension. Mr. Banghart stated that the alignment is entirely within the Metro right-of-way. Mr. Salas explained that the Program alignment followed a corridor of trade routes and villages heavily utilized by Native Americans. It is part of a tribal cultural resource for the Kizh

	Nation and is considered highly sensitive for cultural materials. He stated that most railroad alignments through California follow Native American travel routes because they were already established paths of travel. Mr. Teutimez stated that because the corridors were heavily used during trade activities, there is an abundance of materials that are not native to the area, such as shell and obsidian. He stated that during trading and travel, if someone died, they were buried on the spot or, preferably at the intersection of the trail and riparian corridor. As a result, it is assumed that unmarked burials exist along the entire corridor. He stated that this might be the last time for the resources in the area to be recorded. Mr. Salas stated that they are also interested in observing fill material because it is often from the same area and reused. Mr. Balderrama stated that the Program was still within the initial stages of the environmental studies and the design is still in the works, with construction activities planned for 2023. He stated that he appreciates the Kizh Nation's time and discussion about the Program area and will keep the Kizh Nation involved in the entire process of the Program. Mr. Salas stated that he appreciates Metro's time and involvement in the Program and will share information relevant to the area. **September 16, 2021:** Mr. Balderrama emailed Mr. Salas updated MMs for review. **September 17, 2021:** In response to the revised MMs, Mr. Salas emailed a request that 1) all reference to the Tongva be removed from the ethnographic section and 2) that the archaeological and TCR MMs be clearly delineated to separate the two. In response, Mr. Balderrama set up a second consultation meeting for September 23, 2021. **September 23, 2021:** Brian Balderrama (Metro), Eric Banghart (Mott MacDonald), Peter Feldman (TAHA), and Liz Denniston (Paleo Solutions) joined the call, however, neither Mr. Salas, nor a tribal representative joined the call. The tribe has not contacted Mr. Balderrama to reschedule. **September 29, 2021:** An email was sent by Metro stating that in response to their concerns, the mitigation measures were updated as requested. Mr. Balderrama stated that monitoring for excavation outside of the established ESAs will

	be limited to native, non-fill material. While it is infeasible to employ monitoring of ground disturbing activities in fill material outside of the established ESAs, Mr. Balderrama stated that the Tribe was welcome to do so of their own volition. **October 6, 2021:** An email was sent to Metro stating that Mr. Salas had concerns with language added regarding non-native materials. Mr. Balderrama replied asking for a convenient time to discuss Mr. Salas's concerns. **October 25, 2021:** An email was sent to Metro stating that Mr. Salas was available to speak on November 4th. A meeting was set for November 4th. **November 4, 2021:** Mr. Balderrama called Mr. Salas directly. Mr. Salas expressed concerns related to excavations in fill vs. native soils. Mr. Balderrama reiterated that tribal monitoring will be allowed in native, non-fill material and that the Tribe would be allowed to monitor ground disturbing activities in fill material outside of the established ESAs of their own volition. Mr. Salas stated that he was satisfied with the measures as proposed.

APPENDIX I NOISE AND VIBRATION TECHNICAL REPORT

Page 235 of the Noise and Vibration Technical Report (Appendix I), Appendix C, Table 22: Sensitive Receivers and Predicted Noise Increases, has been revised as follows:

Table 2: Sensitive Receivers and Predicted Noise Increases

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
NB-6-001	2 - residential	–11514 SOLEDAD CANYON RD	141	34	72	0.2	0.8	2.5
NB-6-002	2 - residential	–11433 SOLEDAD CANYON RD	273	34	71	0.2	1.0	2.6
NB-6-003	2 - residential	–10002 SOLEDAD CANYON RD	709	34	70	0.1	1.0	2.8
NB-6-007	2 - residential	~~VAC/SOLEDAD CYN RD/VIC BRIGGS RD~~ 9411 SOLEDAD CANYON RD	569	34	66	0.2	1.4	3.6
NB-6-008	2 - residential	9142 ~~9316~~ SOLEDAD CANYON RD	920	34	64	0.1	1.6	4.1
NB-6-009	2 - residential	9140 ~~9142~~ SOLEDAD CANYON RD	832	34	66	0.1	1.4	3.6
NB-6-010	2 - residential	9070 ~~9140~~ SOLEDAD CANYON RD	661	34	70	0.1	1.1	2.9
NB-6-011	2 - residential	~~–~~8235 SOLEDAD CANYON RD	101	34	73	0.3	0.6	2.4
NB-6-012	2 - residential	–8235 SOLEDAD CANYON RD	107	34	73	0.3	0.6	2.4
NB-6-014	2 - residential	–7433 SOLEDAD CANYON RD	161	34	71	0.3	1.0	2.6
NB-6-015	2 - residential	~~–~~7433 SOLEDAD CANYON RD	167	34	71	0.3	1.0	2.6
NB-6-017	2 - residential	~~29303 OLSON RD~~ 5726 SOLEDAD CANYON RD	182	35	71	0.3	1.0	2.8
NB-6-020	2 - residential	~~VAC/VIC SOLEDAD CYN RD~~ 4700 CROWN VALLEY RD	339	39	68	0.3	1.2	3.2
NB-6-021	2 - residential	~~VAC/VIC SOLEDAD CYN RD~~ 4700 CROWN VALLEY RD	209	39	70	0.1	1.1	2.9
NB-6-022	2 - residential	~~30380 ARRASTRE CANYON RD~~ 33540 VAC ANGELES FOREST HIGHWAY DR	895	39	60	0.3	2.2	5.4
NB-6-023	2 - residential	~~VAC/PLATZ RD/VIC NETTIE RD~~ PLATZ RD VIC NETTIE RD	465	39	62	0.6	1.7	4.4
NB-6-027	2 - residential	~~32580~~ 32557 ALISO CANYON RD	254	39	73	0.2	0.6	2.4
NB-6-029	2 - residential	~~32548~~ 32538 ALISO CANYON RD	269	39	73	0.1	0.6	2.4
NB-6-030	2 - residential	~~32538~~ 32530 ALISO CANYON RD	112	39	73	0.3	0.6	2.4
NB-6-031	2 - residential	~~32530~~ 32570 ALISO CANYON RD	94	39	74	0.3	0.6	2.4

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
NB-6-033	2 - residential	~~32463 PETES WY~~ 2215 DOLORES PL	627	39	73	0.0	0.6	2.4
NB-6-035	2 - residential	~~-~~-32828 EL SASTRE RD	230	39	73	0.1	0.6	2.4
NB-6-038	2 - residential	~~VAC/FORESTON DR(DRT)/VIC RIMSIDE~~ 821 FORESTON DR	853	39	66	0.1	1.4	3.6
NB-6-039	2 - residential	~~821~~ 809 FORESTON DR	967	39	65	0.1	1.4	3.6
NB-6-040	2 - residential	~~809~~ 761 FORESTON DR	660	39	67	0.1	1.2	3.2
NB-6-041	2 - residential	~~756~~ 741 FORESTON DR	1115	39	65	0.1	1.5	3.9
NB-6-042	2 - residential	~~741~~ 733 FORESTON DR	1253	39	64	0.1	1.5	3.9
NB-6-045	2 - residential	~~892~~ 888 W CARSON MESA RD	829	75	66	0.1	1.3	3.4
NB-6-047	2 - residential	~~790 770~~ CARSON MESA RD	631	75	67	0.1	1.2	3.2
NB-6-051	2 - residential	~~1721~~ 1817 CARSON MESA RD	881	49	59	0.4	2.4	5.8
NB-6-055	2 - residential	~~35320~~ 35240 SMALL RD	813	49	59	0.4	2.4	5.8
SB-6-002	2 - residential	~~VAC/VIC SOLEDAD CYN RD/PACIFIC~~ 7435 SOLEDAD CANYON RD	307	34	67	0.3	1.3	3.4
SB-6-003	2 - residential	~~-~~-6201 SOLEDAD CANYON RD	207	35	70	0.2	1.1	2.9
SB-6-006	2 - residential	~~5255~~ 5205 SOLEDAD CANYON RD	620	35	65	0.2	1.4	3.6
SB-6-007	2 - residential	~~VAC/VIC SOLEDAD CYN RD/RAVENNA D~~ 5005 SOLEDAD CANYON RD	516	35	66	0.2	1.3	3.4
SB-6-011	2 - residential	3661 SOLEDAD CANYON RD	472	39	65	0.3	1.5	3.9
SB-6-01~~0~~2	2 - residential	3591 SOLEDAD CANYON RD	389	39	66	0.3	1.3	3.4
SB-6-01~~1~~3	2 - residential	~~4050 ACTON AVE~~ 3531 SOLEDAD CANYON RD	422	39	66	0.3	1.3	3.4
~~SB-6-011~~	~~2 - residential~~	~~3591 SOLEDAD CANYON RD~~	~~472~~	~~39~~	~~65~~	~~0.3~~	~~1.5~~	~~3.9~~
~~SB-6-012~~	~~2 - residential~~	~~3620 SOLEDAD CANYON RD~~	~~166~~	~~39~~	~~73~~	~~0.1~~	~~0.6~~	~~2.4~~
SB-6-014	2 - residential	~~31625 2ND ST~~ 3511 SOLEDAD CANYON RD	407	39	66	0.3	1.3	3.4

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
SB-6-015	2 - residential	3620 SOLEDAD CANYON RD	166	39	73	0.1	0.6	2.4
SB-6-016	2 - residential	~~3435~~ 3449 SOLEDAD CANYON RD	399	39	66	0.4	1.3	3.4
SB-6-017	2 - residential	~~3413~~ 3419 SOLEDAD CANYON RD	281	39	74	0.1	0.6	2.4
SB-6-019	2 - residential	~~3413 SOLEDAD CANYON RD~~ 31800 3RD ST	557	39	62	0.7	1.9	4.7
SB-6-021	2 - residential	~~31813 CROWN VALLEY RD~~ 31810 3RD ST	546	39	62	0.7	1.9	4.7
SB-6-022	2 - residential	~~–~~31812 3RD ST	571	39	62	0.6	1.9	4.7
SB-6-023	2 - residential	~~–~~31823 CROWN VALLEY RD	446	39	62	0.7	1.7	4.4
SB-6-024	2 - residential	~~VAC/SMITH AVE/GILLESPIE AVE~~ 32018 CROWN VALLEY RD	625	0	62	0.5	1.9	4.7
SB-6-025	2 - residential	~~VAC/SMITH AVE/GILLESPIE AVE~~ 32020 CROWN VALLEY RD	661	0	62	0.5	1.9	4.7
SB-6-026	2 - residential	~~VAC/SMITH AVE/GILLESPIE AVE~~ 32032 CROWN VALLEY RD	732	0	62	0.4	1.9	4.7
SB-6-027	2 - residential	~~VAC/SMITH AVE/GILLESPIE AVE~~ 3542 GILLESPIE AVE	344	0	62	0.8	1.7	4.4
SB-6-028	2 - residential	~~VAC/VIC CROWN VLY R~~ 3560 SYRACUSE AVE	887	0	57	0.9	2.6	6.2
SB-6-030	2 - residential	~~32451 MICHIGAN AVE~~ 32314 WISCONSIN ST	697	0	58	0.6	2.4	5.8
SB-6-032	2 - residential	~~2897~~ 2883 SOLEDAD CANYON RD	201	0	66	0.4	1.4	3.6
SB-6-033	2 - residential	~~32451~~ 32443 MICHIGAN AVE	831	0	57	0.3	2.6	6.2
SB-6-034	2 - residential	~~2883~~ 2875 SOLEDAD CANYON RD	232	0	66	0.3	1.4	3.6
SB-6-035	2 - residential	~~2875~~ 2851 SOLEDAD CYN RD	338	0	65	0.2	1.4	3.6
SB-6-036	2 - residential	~~32320~~ 32310 MICHIGAN AVE	733	0	57	0.4	2.6	6.2
SB-6-038	2 - residential	~~2835~~ 2910 SOLEDAD CANYON RD	224	0	66	0.4	1.4	3.6
SB-6-039	2 - residential	~~32320 MICHIGAN AVE~~	841	0	57	0.3	2.9	6.6

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
		32311 OHIO AVE						
SB-6-040	2 - residential	~~2910~~ 2880 SACRAMENTO AVE	502	0	65	0.1	1.4	3.6
SB-6-041	2 - residential	~~2910 SACRAMENTO AVE~~ 2805 SOLEDAD CANYON RD	362	0	65	0.2	1.4	3.6
SB-6-042	2 - residential	~~32235~~ 32250 OHIO AVE	579	0	65	0.1	1.4	3.6
SB-6-044	2 - residential	~~32235 OHIO AVE~~ 2795 SOLEDAD CANYON RD	310	0	65	0.3	1.4	3.6
SB-6-045	2 - residential	~~32235 OHIO AVE~~ 2810 SACRAMENTO AVE	649	0	65	0.1	1.4	3.6
SB-6-046	2 - residential	~~32235 OHIO AVE~~ 32233 INDIANA AVE	461	0	65	0.1	1.4	3.6
SB-6-047	2 - residential	~~32235 OHIO AVE~~ 2771 SOLEDAD CANYON RD	294	0	65	0.3	1.4	3.6
SB-6-048	2 - residential	~~32214~~ 32254 INDIANA AVE	702	0	65	0.1	1.4	3.6
SB-6-050	2 - residential	~~32214~~ 32256 INDIANA AVE	629	0	65	0.2	1.4	3.6
SB-6-051	2 - residential	~~32256~~ 32258 INDIANA AVE	702	0	65	0.2	1.4	3.6
SB-6-052	2 - residential	~~2680 KASHMERE CANYON RD~~ 32515 SADDLE PEAK CT	817	0	73	0.0	0.6	2.4
SB-6-053	2 - residential	~~2733 SACRAMENTO AVE~~ 32505 SADDLE PEAK CT	744	0	73	0.0	0.6	2.4
SB-6-054	2 - residential	~~2733 SACRAMENTO AVE~~ 32501 SADDLE PEAK CT	687	0	73	0.0	0.6	2.4
SB-6-055	2 - residential	~~–~~32504 SADDLE PEAK CT	610	0	73	0.0	0.6	2.4
SB-6-057	2 - residential	~~2610~~ 2620 KASHMERE CANYON RD	439	0	73	0.1	0.6	2.4
SB-6-059	2 - residential	~~2655 KASHMERE CANYON RD~~ 2575 PALOMINO DR	573	0	73	0.0	0.6	2.4
SB-6-061	2 - residential	~~2655 KASHMERE CANYON RD~~ 2565 PALOMINO DR	559	0	73	0.0	0.6	2.4
SB-6-062	2 - residential	~~2570~~ 2560 PALAMINO DR	216	0	73	0.1	0.6	2.4

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
SB-6-063	2 - residential	~~2655 KASHMERE CANYON RD~~ 2555 PALOMINO DR	520	0	73	0.0	0.6	2.4
SB-6-064	2 - residential	~~2560~~ 2550 PALOMINO DR	251	0	73	0.1	0.6	2.4
SB-6-065	2 - residential	~~2540 BRIDLE PATH DR~~ 2545 PALOMINO DR	477	0	73	0.0	0.6	2.4
SB-6-066	2 - residential	~~2550~~ 2540 PALOMINO DR	319	0	73	0.1	0.6	2.4
SB-6-067	2 - residential	~~2530 BRIDLE PATH DR~~ 2535 PALOMINO DR	460	0	73	0.1	0.6	2.4
SB-6-068	2 - residential	~~—~~2510 PALOMINO DR	557	0	73	0.1	0.6	2.4
SB-6-069	2 - residential	~~2531 SOLEDAD CANYON RD~~ 2505 BRIDLE PATH DR	816	0	73	0.0	0.6	2.4
SB-6-071	2 - residential	~~32643 GEM WY~~ 2451 SOLEDAD CANYON RD	572	0	73	0.0	0.6	2.4
SB-6-072	2 - residential	~~VAC/SANTIAGO RD/VIC ACCORD PL~~ 32616 SANTIAGO RD	115	0	73	0.2	0.6	2.4
SB-6-073	2 - residential	~~32940 OLD MINER RD~~ 32835 CHANTADA AVE	877	0	61	0.2	1.9	4.7
SB-6-074	2 - residential	~~32924 OLD MINER RD~~ 32815 CHANTADA AVE	800	0	61	0.3	1.9	4.7
SB-6-075	2 - residential	~~32906 OLD MINER RD~~ 32805 CHANTADA AVE	743	0	61	0.3	1.9	4.7
SB-6-076	2 - residential	~~32835~~ 32846 CHANTADA AVE	759	0	61	0.3	1.9	4.7
SB-6-077	2 - residential	~~32815~~ 32820 CHANTADA AVE	669	0	61	0.3	1.9	4.7
SB-6-078	2 - residential	~~VAC/TINDALL AVE/VIC SOLEDAD CYN~~ 32850 TINDALL AVE	802	0	61	0.3	1.9	4.7
SB-6-081	2 - residential	~~32915~~ 32838 LISTIE AVE	703	0	61	0.3	1.9	4.7
SB-6-085	2 - residential	~~32920 JOSHUA AVE~~ 32909 HORNDEAN AVE	885	0	61	0.2	1.9	4.7
SB-6-087	2 - residential	~~33017~~ 32905 MALINTA AVE	646	0	61	0.3	1.9	4.7

Receiver ID	FTA Category	Address (Provided Where Available Through LA County Data)	Distance To Near Track (Ft)	Speed (mph) (Design Speed)	Existing Noise (dba)	Predicted Noise Increase (dba)	Allowable Increase (Dba)	
							Moderate	Severe (Significant For CEQA)
SB-6-088	2 - residential	~~33017~~ 33032 MALINTA AVE	1024	0	73	0.0	0.6	2.4
SB-6-089	2 - residential	~~33032~~ 33014 MALINTA AVE	907	0	73	0.0	0.6	2.4
SB-6-091	2 - residential	~~1414~~ 1380 SOLEDAD CYN RD	192	0	73	0.1	0.6	2.4
SB-6-092	2 - residential	~~1380~~ 1346 SOLEDAD CANYON RD	225	0	73	0.1	0.6	2.4
SB-6-093	2 - residential	~~33100 MALINTA AVE~~ 1625 TORTUGA ST	1006	0	73	0.0	0.6	2.4
SB-6-094	2 - residential	~~1625 TORTUGA ST~~ 1245 SOLEDAD CANYON RD	878	0	73	0.0	0.6	2.4
SB-6-095	2 - residential	~~1245~~ 1235 SOLEDAD CANYON RD	894	0	73	0.0	0.6	2.4
SB-6-A	3 - institutional	~~Church~~ School, 3015 SACRAMENTO AVE	785	0	56	0.8	6.0	10.9

3. Responses to Comments

3.1 INTRODUCTION

Section 15088(a) of the CEQA Guidelines states that the "lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The Lead Agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." This section of the Final EIR provides a list of persons, organizations, and public agencies that commented on the Draft EIR, along with the responses of the Lead Agency to significant environmental points raised in the review and consultation process.

This section of the Final EIR contains comment letters received during the 45-day public review period of the Draft EIR, which concluded on September 10, 2021.

3.2 RESPONSES TO COMMENTS

In accordance with Section 15088(c) of CEQA, reasoned, factual responses have been provided to all comments received during the public review period, with a particular emphasis on significant environmental issues. The comments and responses are organized as follows: agencies and organizations, individuals, comments received at the Draft EIR public hearing, and comments received via social media. All comments and responses to comments are included in this Final EIR and will be considered by the Metro Board prior to certification of this EIR and in any approval of the Proposed Project.

Each comment letter has been assigned a number, see **Table 3-1**. This results in a tiered numbering system, whereby the first comment in Comment Letter No. 1 is depicted as Comment No. 1-1 and so on. Copies of each comment letter are provided prior to each response. Comments that present opinions about the Proposed Project or raise issues not directly related to the substance of the environmental analysis in the Draft EIR are noted but, in accordance with CEQA, are not required to receive a detailed response. In response to some of the comments received, the text of the Draft EIR has been revised. Refer to Chapter 2, Corrections and Additions, for a list of these changes.

3.3 PUBLIC HEARINGS COMMENTS AND RESPONSES

Oral comments and questions and answers were received during two public hearings held on August 18, and August 21, 2021. The transcripts of the two public hearings are included in Appendix B.

Table 3-1 - List of Commenters on the Draft EIR

No.	Name	Organization/Address	Date of Letter
AGENCIES			
1	Erinn Wilson-Olgin	California Department of Fish and Wildlife South Coast Region 3883 Ruffin Road San Diego, CA 92123	September 10, 2021
2	Miya Edmonson	California Department of Transportation District 7- Office of Regional Planning 100 S. Main St., Suite 100 Los Angeles, CA 90012	August 31, 2021
3	Jonathan P. Canuela	California Department of Water Resources	August 3, 2021
4	Joseph Saunders	California Highway Patrol Southern Division Staff Services 411 N. Central Ave., Suite 410 Glendale, CA 91203	September 3, 2021
5	Matthew Cervantes, PE	California Public Utilities Commission 320 W. 4th St., Suite 500 Los Angeles, CA 90013	September 10, 2021
6	Lirissa De La Cruz	City of Lancaster 44933 Fern Ave. Lancaster, CA 93534	September 2, 2021
7	Joel Bareng	City of Santa Clarita 23920 Valencia Blvd. Santa Clarita, CA 91355	September 9, 2021
8	Arnold Hackett	Metrolink Southern California Regional Rail Authority 900 Wilshire Blvd., Suite 1500 Los Angeles, CA 90017	September 10, 2021
GROUPS/ORGANIZATIONS			
9	Jeremiah Owen	Acton Town Council P.O. Box 810 Acton, CA 93510	September 10, 2021
10	Brian Yanity	Rail Passenger Association of California and Nevada (RailPAC) Fullerton, California	August 31, 2021
11	Arthur V. Sohikian	North Los Angeles County Transportation Coalition JPA (NCTC)	September 10, 2021
12	Peggy Harris	Union Pacific Railroad 1400 Douglas Street, Stop 1120 Omaha, Nebraska 68179	October 15, 2021
INDIVIDUALS			
13	Adam Spieckermann		August 20, 2021
14	Dylan Giliberto		July 28, 2021
15	Numan Parada		August 17, 2021

No.	Name	Organization/Address	Date of Letter
16	Robert Frampton		August 22, 2021
17	Robert Frampton		August 30, 2021
PUBLIC HEARING AND QUESTIONS AND ANSWERS NO. 1 ON AUGUST 18, 2021			
PH1-1	David Hardy		
PH1-2	Andrew Buenko		
PH1-3	David Hardy		
PH1-4	Andrew Buenko		
PH1-5	Bart Reed		
PH1-6	Anjie Preston		
PH1-7	Michael Bertell		
PH1-8	David Hardy		
PH1-9	Bart Reed		
PH1-10	Anjie Preston		
PH1-11	Jose Ubaldo		
PH1-12	Jacqueline Ayer		
PH1-13	Bart Reed		
PH1-14	Frances Sereseres		
PH1-15	Jacqueline Ayer		
PH1-16	Jacqueline Ayer		
PH1-17	Bart Reed		
PH1-18	Jacqueline Ayer		
PH1-19	Bart Reed		
PH1-20	Jacqueline Ayer		
PH1-21	Jacqueline Ayer		
PH1-22	Marsha McLean		
PH1-23	Bart Reed		
PH1-24	Jacqueline Ayer		
PH1-25	Anjie Preston		
PH1-26	Fred Boehnert		
PUBLIC HEARING AND QUESTIONS AND ANSWERS NO. 2 ON AUGUST 21, 2021			
PH2-1	Perias Pillay		
PH2-2	Ian Pari		
PH2-3	Jacqueline Ayer		
PH2-4	Matthew Pearson		
PH2-5	Jacqueline Ayer		

3.3 RESPONSES TO PUBLIC AGENCIES

COMMENT LETTER 1

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Governor's Office of Planning & Research
September 13 2021
STATE CLEARINGHOUSE

September 10, 2021

Brian Balderrama
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-17-2
Los Angeles, CA 90012
AVL@metro.net

Subject: Draft Environmental Impact Report for the Antelope Valley Line Capacity and Service Improvements Program, SCH #2020109001, Los Angeles County Metropolitan Transportation Authority, Los Angeles County

Dear Mr. Balderrama:

The California Department of Fish and Wildlife (CDFW) has reviewed a Draft Environmental Impact Report (DEIR) from the Los Angeles County Metropolitan Transportation Authority (Metro; Lead Agency and Project Applicant) for the Antelope Valley Line Capacity and Service Improvements Program (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources. 1-1

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Description and Summary

Objective: The Antelope Valley Line (AVL) is a 76.6-mile-long commuter rail line that serves Northern Los Angeles County as part of the Metrolink system. The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster. Stations along the AVL are in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster. To meet forecasted ridership demands of up to 17,500 daily riders by 2028, more capacity on the AVL corridor will be required to meet the forecasted ridership and to provide riders with more regular and frequent peak and off-peak services.

The proposed Project would expand commuter rail service along the entire AVL corridor and involve three capital improvements required to facilitate forecasted service increase. These improvements are:

1) Balboa Double Track Extension: extend the existing double track approximately 6,300 feet north from Balboa Boulevard to the Sierra Highway. The existing railroad right-of-way would accommodate most of the Balboa Double Track Extension. The improvement would require realignment of the existing AVL Main Track through portions of the site to accommodate the second track and the required clearance to existing structures. The proposed double track would be positioned to the east of the existing AVL Main Track and would tie-in at the existing Sylmar siding terminus on the south end of the site and reconnect with the existing AVL Main Track at the north end just south of the Sierra Highway Road bridge. Just north of the I-5 bridge, an approximately 475-foot long retaining wall would be constructed along the west side of the corridor.

2) Canyon Siding Extension: add approximately 8,400 feet of new double track between Soledad Canyon Road to Golden Oak Road. The improvements would provide a second station platform at the existing Santa Clarita Metrolink Station. Due to the topography of the surrounding area, substantial grading would be required to accommodate the double track construction. Hills on the south side of the corridor abut the rail bed along the length of most of the proposed Canyon Siding Extension within the construction zone. Generally, the areas requiring grading would be located within the existing right-of-way. It is anticipated that retaining walls would be used in some areas to avoid encroachments outside of the right-of-way.

3) Lancaster Terminal Improvements: expand existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Terminal Metrolink Station.

The Project would be constructed almost entirely within existing rail or street right-of-way. Minor acquisitions, easements, or temporary construction easements may be necessary at select locations, mainly to accommodate construction staging and laydown areas or the required grading activities associated with the proposed improvements. Generally, construction activities associated with the Project would include site clearing, grading, retaining wall installation, utility relocation and installation, track and systems installation, and station platform construction.

1-1 (cont.)

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Location: The Balboa Double Track Extension improvements are located within the City of Los Angeles and would extend an existing double track north from Balboa Boulevard to the Sierra Highway. The Balboa Double Track Extension improvements would be located between the Newhall Metrolink Station (24300 Railroad Avenue, Santa Clarita, CA) and Sylmar/San Fernando Metrolink Station (12219 Frank Modugno Dr., Los Angeles, CA). The Canyon Siding Extension improvements are located at the Santa Clarita Metrolink Station (22122 Soledad Canyon Road, Santa Clarita, CA). The Lancaster Terminal improvements are located at the Lancaster Metrolink Station (44812 N. Sierra Highway, Lancaster, CA).

1-1 (cont.)

Comments and Recommendations

CDFW visited the Balboa Double Track Extension and Canyon Siding Extension improvement sites with Metro September 8, 2021. Based on the documents for review and the site visit, CDFW offers the comments and recommendations below to assist Metro in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions are also included to improve the environmental document. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

1-2

Specific Comments

Comment #1: Insufficient Biological Resources Impact Assessment

Issue: The DEIR is missing information as to the Project's potentially significant impacts on the State's biological resources.

Specific impacts: The Project may impact biological resources not previously known to occur. Plants, wildlife, and plant communities could be impacted, either directly or through habitat modifications, during Project construction and activities. These impacts could result in injury or mortality (trampling, crushing) of plants and wildlife; reduced reproductive capacity; population declines; or local extirpation of rare, sensitive, or special status species. Also, loss of foraging, breeding, nesting, or nursery habitat supporting wildlife may occur.

Why impacts would occur: The Biological Resources Technical Report for the Project evaluated impacts on 18 species of threatened and endangered species and habitats based on the Information for Planning and Consultation report generated from the U.S. Fish and Wildlife Service (USFWS) online service. The report that was generate is not an exhaustive list of State rare, threatened, and endangered species, or species considered to be rare or sensitive by CDFW.

1-3

Based on a search of the California Natural Diversity Database (CNDDB), CDFW found additional species that should have been evaluated in preparation of the DEIR (CDFW 2021a). These species include:

- Balboa Double Track Extension – Oat Mountain and San Fernando quadrangles
 - Amphibians: coast range newt (*Taricha torosa*); western spadefoot (*Spea*

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hammondii)
- Fish: arroyo chub (*Gila orcuttii*); Santa Ana specked dace (*Rhinichthys osculus* ssp. 8)
- Insects: Crotch's bumble bee (*Bomus crotchii*)
- Mammals: San Diego desert woodrat (*Neotoma lepida intermedia*); western mastiff bat (*Eumops perotis californicus*); California leaf-nosed bat (*Macrotus californicus*); hoary bat (*Lasiurus cinereus*); San Diego desert woodrat (*Neotoma lepida intermedia*); Townsend's big-eared bat (*Corynorhinus townsendii*)
- Reptiles: California legless lizard (*Anniella* spp.); coast horned lizard (*Phrynosoma blainvillii*); coastal whiptail (*Aspidocelis tigris stejnegeri*); two-striped garter snake (*Thamnophis hammondii*)
- Rare plants: Davidson's bush-mallow (*Malacothamnus davidsonii*); Greata's aster (*Symphyotrichum greatae*); Payne's bush lupine (*Lupinus paynei*); Santa Susana tarplant (*Deinandra minthornii*); mesa horkelia (*Horkelia cuneata* var. *puberula*); Palmer's grapplinghook (*Harpagonella palmeri*); Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*); San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*); Plummer's mariposa-lily (*Calochortus plummerae*); slender mariposa-lily (*Calochortus clavatus* var. *gracilis)*
- Sensitive plant communities[1]: Southern Mixed Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Willow Scrub, Riversidian Alluvial Fan Sage Scrub, California Walnut Woodland, Valley Oak Woodland

1-3 (cont.)

- Canyon Siding Extension – Newhall and Mint Canyon quadrangles:
 - Amphibians: western spadefoot (*Spea hammondii*)
 - Fish: arroyo chub (*Gila orcuttii*)
 - Insects: Crotch's bumble bee (*Bomus crotchii*); quino checkerspot butterfly (*Euphydryas editha quino*);
 - Mammals: pallid bat (*Antrozous pallidus*); Townsend's big-eared bat (*Corynorhinus townsendii*); spotted bat (*Euderma maculatum*); San Diego black-tailed jackrabbit (*Lepus californicus bennettii*); southern grasshopper mouse (*Onychomys torridus ramona*); American badger (*Taxidea taxus*)
 - Reptiles: California legless lizard (*Anniella* spp.); California glossy snake (*Arizona elegans occidentalis*); coastal whiptail (*Aspidocelis tigris stejnegeri*); western pond turtle (*Emys marmorata*); coast horned lizard (*Phrynosoma blainvillii*); two-striped garter snake (*Thamnophis hammondii*)
 - Rare plants: Peirson's morning-glory (*Calystegia peirsonii*); San Fernando Valley spineflower (*Chorizanthe parryi var. fernandina*); slender-horned spineflower (*Dodecahema leptoceras*); Palmer's grapplinghook (*Harpagonella palmeri*); Newhall sunflower (*Helianthus inexpectatus*); Piute Mountains navarretia (*Navarretia setiloba*); white rabbit-tobacco (*Pseudognaphalium leucocephalum*);

[1] In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the State (Fish & Game Code, § 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance- and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the Manual of California Vegetation (MCV), found online at http://vegetation.cnps.org/. To determine the rarity ranking of vegetation communities on the Project site, the MCV alliance/association community names should be provided as CDFW only tracks rare natural communities using this classification system.

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chaparral ragwort (*Senecio aphanactis*); Plummer's mariposa-lily (*Calochortus plummerae*); slender mariposa-lily (*Calochortus clavatus* var. *gracilis)*; Palmer's mariposa-lily (*Calochortus palmeri var. palmeri*)
- Sensitive plant communities: Southern Mixed Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Willow Scrub, Riversidian Alluvial Fan Sage Scrub, California Walnut Woodland, Valley Oak Woodland

- Lancaster Terminal Improvements- Lancaster East and Lancaster West quadrangles:
 - Birds: burrowing owl (*Athene cunicularia*); ferruginous hawk (*Buteo regalis*); loggerhead shrike (*Lanius ludovicianus*); merlin (*Falco columbarius*); mountain plover (*Charadrius montanus*); Swainson's hawk (*Buteo swainsoni*); tricolored blackbird (*Agelaius tricolor*)
 - Insects: Crotch's bumble bee (*Bomus crotchii*)
 - Mammals: coast horned lizard (*Phrynosoma blainvillii*); northern California legless lizard (*Anniella pulchra*)
 - Rare plants: Lancaster milk-vetch (*Astragalus preussii var. laxiflorus*); Parry's spineflower (*Chorizanthe parryi var. parryi*); Rosamond eriastrum (*Eriastrum rosamondense*); sagebrush loeflingia (*Loeflingia squarrosa* var. *artemisiarum*); white pygmy-poppy (*Canbya candida*); alkali mariposa-lily (*Calochortus striatus*)

The Biological Resources Technical Report did not include a search of the CNDDB. As such, the DEIR does not evaluate the Project's potential impacts on those plants, wildlife, and plant communities listed above. These species include California Species of Special Concern (SSC); endangered, rare, or threatened species under CESA; or species per CEQA Guidelines section 15380. According to page 2-23 in the DEIR, "generally, construction activities associated with each Capital Improvement would include site clearing, grading and retaining wall installation, utility relocation and installation, and track and systems installation and station platform construction." Project construction and activities could impact plants, wildlife, and plant communities, either directly or through habitat modifications. 1-3 (cont.)

For example, the western spadefoot is known to occur in the hillslopes at the Canyon Siding Extension site (i.e., Whittaker Bermite area). Ground disturbing activities and vegetation removal could crush western spadefoot toads, which tends to by a cryptic species hidden under structures such as rocks, burrows, or logs. Moreover, substantial grading of the hillside to accommodate the double track could result in loss of western spadefoot habitat. The EIR has not proposed avoidance, minimization, or mitigation measures to address potential impacts on western spadefoot or SSC. As a result, the Project have significant impacts on SSC.

Evidence impact would be significant: One of the purposes of CEQA to inform governmental decision makers and the public about the potentially significant environmental effects of proposed activities (CEQA Guidelines, § 15002). CEQA requires an adequate and complete effort of full disclosure of significant environmental impacts (CEQA Guidelines, § 15003). An EIR should demonstrate that the lead agency has in fact analyzed and considered the ecological implications of its actions (CEQA Guidelines, § 15003).

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The DEIR is missing information as to the Project's effects on the State's biological resources. As a result of this missing information, the DEIR may not have completely analyzed and considered the Project's effects on biological resources. These biological resources include, but are not limited to, the following:

- Rare, sensitive, and special status plants, wildlife, plant communities;
- California Species of Special Concern;
- California Terrestrial and Vernal Pool Invertebrates of Conservation Priority;
- Endangered, threatened, or candidate species protected under CESA; and,
- California Fully Protected Species.

1-3 (cont.)

As a result of the DEIR's shortcomings, the DEIR does not yet provide sufficient information that would allow the public and public agencies to review and comment on the Project's potential impacts on biological resources.

Additionally, impacts on those biological resources listed above may require a mandatory finding of significance (CEQA Guidelines, § 15065). Inadequate avoidance, minimization, and mitigation measures for impacts on the State's biological resources will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on a plant or wildlife species, or plant community, identified as a candidate, rare, sensitive, or special status by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: CDFW recommends Metro provide a biological assessment analyzing and discussing the Project's potential impacts on the State's biological resources. CDFW recommends the assessment provide the following information supported by a thorough literature review:

1) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of land around the three capital improvements should also be addressed. CDFW's California Natural Diversity Database in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat (CDFW 2021a). At a minimum, CDFW recommends searching the following quadrangles: Balboa Double Track Extension (Oak Mountain and San Fernando quadrangles); Canyon Siding Extension (Newhall and Mint Canyon quadrangles); Lancaster Terminal Improvements (Lancaster East and Lancaster West quadrangles).
2) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). Adjoining habitat areas should be included where Project construction and activities could lead to direct or indirect impacts off site.
3) Floristic, alliance- and/or association-based mapping and vegetation impact

1-4

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assessments conducted at the Project site and within the neighboring vicinity. The Manual of California Vegetation (MCV), second edition, should be used to inform this mapping and assessment (Sawyer et al. 2009). CDFW tracks plant communities and rare plant communities using the Manual of California Vegetation classification system only.

4) A rare plant assessment using online databases for rare, threatened, and endangered plants, including the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2021) as well as the Calflora's Information on Wild California Plants database (Calflora 2021a).
5) A complete assessment of potential impacts on California Terrestrial and Vernal Pool Invertebrates of Conservation Priority that may occur on site and within the area of potential effect (CDFW 2017).

1-4 (cont.)

Recommendation #2: CDFW recommends Metro recirculate the Project's CEQA document to provide more information as to the Project's impacts on the State's biological resources. CDFW recommends Metro provide measures to avoid, minimize, and/or mitigate for potentially significant effects on biological resources that were not previously identified. Pursuant under CEQA Guidelines section 15088.5, "a lead agency is required to recirculate an EIR when significant new information is added." Also, an EIR should be recirculated when a new significant environmental impact would result from the Project. A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record (CEQA Guidelines, § 15088.5).

1-5

Comment #2: Impacts on Least Bell's Vireo

Issue: Project construction and activities at the Balboa Double Track Extension site could impact least Bell's vireo (*Vireo bellii pusillus*). The least Bell's vireo is a CESA and federal Endangered Species Act (ESA) -listed species.

Specific impacts: Project-construction and activities occurring during the nesting season for least Bell's vireo may result in nest abandonment or reproductive suppression. Injury and/or mortality of least Bell's vireo nestlings could lead to a population decline of the least Bell's vireo in Los Angeles County. Additionally, the Project could result in loss of occupied habitat supporting least Bell's vireo.

Why impacts would occur: The Balboa Double Track Extension site is less than one mile north of the Van Norman Complex. The Van Norman Complex supports one of three remaining populations of least Bell's vireo in Los Angeles County. Least Bell's vireo could occur at the Balboa Double Track Extension site because the Balboa Double Track Extension site 1) is less than one mile from a known population (i.e., source population) and 2) supports suitable riparian habitat. The least Bell's vireo is an obligate riparian breeder. Least Bell's vireo habitat requirements include thickets of willow, low shrubs, and water, including dry, intermittent streams. The Balboa Double Track Extension site has suitable riparian habitat and water sources for least Bell's vireo The riparian habitat and water sources is found in the features mapped as *Riverine-2* and *Waters of the State-1 (Weldon Canyon)* (see exhibit 30 in Appendix C: Technical Memorandum – Jurisdictional Delineation). Within those areas, there is species and structurally diverse riparian habitat, consisting of mulefat (*Baccharis glutinosa*) and willow (*Salix* genus). Also, within those areas, there is a perennial or intermittent water source.

1-6

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Evidence impact would be significant: There are only a few populations and breeding pairs of least Bell's vireo remaining in Los Angeles County. Project construction and activities resulting in loss of breeding pairs or nestlings, or riparian habitat supporting least Bell's vireo may result in the Project potentially causing a wildlife population to drop below self-sustaining levels; threaten to eliminate an animal community; or substantially reduce the number of restrict the range of an endangered, rare or threatened species (CEQA Guidelines, § 15065). Accordingly, impacts on least Bell's vireo may require a mandatory finding of significance (CEQA Guidelines, § 15065).

CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. Inadequate avoidance, minimization, and mitigation measures for impacts on the least Bell's vireo will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on a wildlife species identified as special status by CDFW and USFWS.

As to CESA, take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

1-6 (cont.)

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: Prior to Project construction and activities at the Balboa Double Track Extension site, CDFW recommends Metro retain a qualified biologist to conduct protocol surveys for least Bell's vireo. Surveys should follow USFWS Least Bell's Vireo Survey Guidelines (USFWS 2001). All riparian areas and any other potential least Bell's vireo habitat should be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, should be submitted to CDFW and USFWs within 45 calendar days following the completion of protocol-level surveys.

Mitigation Measure #2: If least Bell's vireo is detected, CDFW recommends Metro fully avoid impacts on least Bell's vireo. No work should occur during the least Bell's vireo nesting season (April 10 to July 31). This includes staging, mobilization, and site preparation.

Mitigation Measure #3: If least Bell's vireo is detected and Metro must work during the least Bell's vireo nesting season for the duration of the Project, and/or if habitat supporting least Bell's vireo needs to be removed, CDFW recommends Metro seek appropriate take authorization under CESA before starting any construction and activities where impacts to least Bell's vireo will occur. Metro should have a permit from CDFW prior to starting any Project construction and activities.

1-7

Recommendation #1: If the Project would impact least Bell's vireo, early consultation with CDFW is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit. Appropriate authorization from CDFW may include an Incidental Take Permit or a Consistency Determination in certain circumstances, among other options [Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)].

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Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an Incidental Take Permit unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an Incidental Take Permit. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Incidental Take Permit. 1-7 (cont.)

Recommendation #2: If the Project cannot avoid impacts on an ESA-listed species, CDFW recommends Metro consult with USFWS to comply with ESA well in advance of any construction and activities where impacts to an ESA-listed species occur. 1-8

Comment #3: Impacts on Western Joshua Tree

Issue: The Project could impact a western Joshua tree (*Yucca brevifolia*) during the improvements at the Lancaster Terminal site. The western Joshua tree is a candidate species granted protection under CESA.

Specific impacts: Project construction and activities such as access, staging, and refueling could occur adjacent to a western Joshua tree. These activities could impact the western Joshua tree's root zone and seedbank. Additionally, the Project could remove the western Joshua tree.

Why impacts would occur: According to the *Tree Survey/Impacts Assessment Technical Memo* provided in the Biological Resources Technical Report, Project construction or access could occur where a western Joshua tree is located at Yucca Avenue and West Milling Street. Additionally, equipment, materials, and chemical storage could occur adjacent to the western Joshua tree. Disturbing the root zone and soils around the western Joshua tree could impact the tree's health and seedbank. Lastly, to avoid impacts on the western Joshua tree, the *Tree Survey/Impacts Assessment Technical Memo* recommends moving the western Joshua tree to a "state-approved Joshua tree mitigation site." Digging up and relocating the western Joshua tree could cause stress, injury, or mortality of the tree. 1-9

Evidence impact would be significant: On September 22, 2020, the California Fish and Game Commission determined that listing western Joshua tree as threatened under CESA may be warranted (CDFW 2020). As a CESA candidate species, western Joshua tree is granted full protection of a threatened species under CESA. Take of western Joshua tree is defined as any activity that results in the removal of a western Joshua tree, or any part thereof, or impacts the seedbank surrounding one or more western Joshua trees (CDFW 2021b). CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9).

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends Metro avoid impacts on western Joshua trees and seedbank. CDFW recommends Metro avoid accessing the Lancaster Terminal Improvements site from Yucca Ave/West Milling Street. CDFW recommends no activities occur within a 290- 1-10

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foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This should include site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance.

Mitigation Measure #2: If the Project, Project construction, or any Project-related activity for the duration of the Project will result in take of the western Joshua tree, CDFW recommends Metro seek appropriate take authorization under CESA before starting any construction and activities where impacts to western Joshua tree will occur. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit (See Comment #2, Recommendation #1).

1-10 (cont.)

Comment #4: Lake and Streambed Alteration (LSA)

Issue: The Project could impact streams subject to LSA Notification under Fish and Game Code section 1602 et seq.

Specific impacts: The Project could impact streams and riparian habitat. Page 3.4-14 in the DEIR states, "construction of the Proposed Project could temporarily impact riparian vegetation in both the Balboa Double Track Extension site and Canyon Siding Extension site." The Project could channelize streams or restrict and redirect flow as a result of new rail tracks, fill, and retaining walls placed adjacent to streams. Also, the Project could result in temporary or permanent loss of riparian habitat.

Why impacts would occur:

Balboa Double Track Extension site: According to page 29 in the Biological Resources Technical Report, "all waters in the site are non-jurisdictional wetlands and are considered waters of the state of California. These include two open channels Waters of the State-1 [Weldon Canyon], and Waters of the State-2 [Sunshine Canyon]." Exhibit 12 in the Biological Resources Technical Report shows two additional riverine features. These features are Riverine 1 and Riverine 2 along the existing AVL Main Track. These streams could be impacted during Project construction and activities. For example, page 45 in the Biological Resources Technical Report states, "the placement of fill (approximately 0.2 acres) is proposed for the slopes lining the southern open channel […] Construction activities related to this fill placement may impact this channel and a permit may be needed […]."

1-11

Canyon Siding Extension site: According to page 29 in the Biological Resources Technical Report, "for the Canyon Siding Extension site, the only WOTUS [Waters of the United States] nearby is Castaic Creek. All other waters in the site are non-jurisdictional wetlands and are considered waters of the state." These streams could be impacted during Project construction and activities. Generally, according to page 45 in the Biological Resources Technical Report, "the proposed Project could temporarily impact riparian vegetation in both the Balboa Double Track Extension and Canyon Siding Extension sites in the event that appropriate mitigation as detailed herein is not adhered to, although there are no permanent impacts to riparian habitat at a level of significance since the Proposed Project in these areas is limited to double tracking existing railroad lines."

Downstream impacts: Impacts on streams within the Project site could result in downstream impacts where there is hydrologic connectivity. According to page 39 in the Biological

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Resources Technical Report, "there are, however, discharge points identified at both the Balboa Double Track Extension and Canyon Siding Extension sites that ultimately flow to other water bodies." Modification to streams within the Project site could result in increased erosion. Excess sediment could be transported downstream and impair waters and habitat outside of the Project site.

Inadequate mitigation: Impacts on streams and riparian habitat could be significant absent appropriate avoidance, minimization, or mitigation measures. Mitigation measures BIO-8, BIO-9, and BIO-10 may be insufficient to reduce impacts to streams and riparian habitat. Furthermore, those measures could result in unintended environmental consequences that could result in additional impacts on biological resources.

BIO-8: BIO-8 proposes to protect riparian zones by controlling invasive plant and animal species. It is unclear what species would be controlled, what methods would be used, frequency of control, performance criteria, and success criteria. Additionally, efforts to control invasive species could have unintended consequences on the environment. For example, herbicide application could impact non-targeted plant species and controlling animal species using poisons could injure or kill native species. If a mitigation measure would cause one or more significant effects, the effects of the mitigation measure shall be discussed [in the EIR] but in less detail than the significant effects of the project as proposed (CEQA Guidelines, § 15126.4).

BIO-9: BIO-9 proposes to enlist a qualified biologist to determine if disturbance in upland areas would create runoff that could affect riparian areas below upland features. Pursuant to CEQA Guidelines section 15126.4, mitigation measures "shall not be deferred until some future time" and "adopts specific performance standards the mitigation will achieve and identifies type(s) of potential action(s) that can feasibly achieve that performance standard that will be considered, analyzed, and potentially incorporated in the mitigation measure." Potential impacts should be disclosed in the DEIR to provide the public and public agencies an opportunity to understand what those impacts could be, recommend measures to avoid or minimize those impacts, and comment on the adequacy of mitigation measures to reduce impacts on riparian areas. Also, BIO-9 does not identify specific actions Metro would take if a qualified biologist determined that impacts would occur.

1-11 (cont.)

BIO-10: BIO-10 proposes to reintroduce native biota into riparian areas impacted by Project construction or operations. The impacts that BIO-10 seeks to mitigate for are not disclosed in the DEIR. Also, BIO-10 does not include information as to what Metro considers to be native biota, what plants and/or wildlife species would be introduced, where plants would be sourced, where native biota would be introduced, performance criteria, and success criteria. Introducing any biota into an environment could result in unintended consequences on the environment. For example, introducing biota could introduce pests, pathogens and diseases to a system not previously exposed to those stressors. Pests, pathogens, and diseases could result in injury or mortality of plants and wildlife. Furthermore, introduced biota could compete against existing biota for resources such as habitat and food. Interspecific and intraspecific competition could result in injury or mortality of wildlife and could result in wildlife displacement or exclusion from previously occupied habitat.

Lastly, it is unclear if any of the mitigation measures, BIO-8, BIO-9, or BIO-10 would mitigate for loss of sensitive natural communities. Without sufficient mitigation, the Project could result in net loss of a sensitive natural community.

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Evidence impacts would be significant: The Project could impact streams. CDFW exercises its regulatory authority as provided by Fish and Game Code section 1600 et seq. to conserve fish and wildlife resources which includes rivers, streams, or lakes and associated plant communities. Fish and Game Code section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake[2];
- Change the bed, channel, or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; or,
- Deposit or dispose of material into any river, stream, or lake.

Although the DEIR acknowledges that impacts on streams and riparian habitat could occur, the DEIR is unclear as to what the impacts would be. For instance, it is unclear as to where specifically impacts would occur; linear feet of streams that would be impacted; what types of plant communities would be impacted; and for each plant community, the total area that would be impacted. The Project could impact a sensitive natural community. Many riparian plant communities in the State have a State Rarity rank of S1, S2, or S3. This is a result of the significant reduction in quantity and quality of riparian and wetland habitat remaining in the State. CDFW considers plant communities with ranks of S1, S2, or S3 to be sensitive natural communities (CDFW 2021c). Impacts to sensitive natural communities should be addressed in CEQA (CDFW 2021c). Sensitive natural communities with an additional ranking of 0.1 or 0.2 is a natural community that is very threatened or threatened, respectively, within the State.

1-11 (cont.)

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW concurs with the Project's proposed Mitigation Measure BIO-12 which would require Metro to notify CDFW pursuant to Fish and Game Code section 1600 et seq. Based on this notification and other information, CDFW determines whether an LSA Agreement with Metro is required prior to conducting Project activities. Please visit CDFW's Lake and Streambed Alteration Program webpage for information about LSA Notification and online submittal through the Environmental Permit Information Management System (EPIMS) Permitting Portal (CDFW 2021d).

Mitigation Measure #2: CDFW recommends the LSA Notification include the following information and analyses:

1-12

1) Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted. Plant community names should be provided based on vegetation association and/or alliance per the Manual of California Vegetation, second edition (Sawyer et al. 2009);
2) An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity;
3) A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site;
4) A scour analysis demonstrating that stream banks, bed, and channel would not erode

[2] "Any river, stream, or lake" includes those that are dry for periods of time as well as those that flow year-round.

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and be impaired (e.g., aggrade, incised) as a result of Project activities;
5) An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation;
6) Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities (as alluded to in the Project's BIO-9 proposed in the DEIR);
7) Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals (as alluded to in BIO-8 in the DEIR) and reintroducing native biota (as alluded to in BIO-10 in the DEIR); and,
8) A complete description of routine maintenance activities that may be required for the life of the Project. If applicable, the LSA Notification include measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project.

1-12 (cont.)

Mitigation Measure #3: CDFW recommends Metro mitigate for impacts on streams and associated riparian plant community at no less than 2:1. Metro should provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2, and an additional ranking of 0.1 and 0.2.

Mitigation Measure #4: Prior to LSA Notification, CDFW recommends Metro retain a qualified biologist(s) to perform species specific surveys (see Comment #2, Mitigation Measure #1 and Comment #5, Mitigation Measure #1 and #2) and provide survey results, including negative findings, as part of the LSA Notification. Survey reports should also include information on habitat within the Project site and whether the Project would impact habitat supporting those species.

Recommendation #1: CDFW's issuance of an LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from Metro for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. As such, CDFW recommends Metro consider CDFW's comments and revise the DEIR by incorporating the mitigation measures and revisions recommended in this letter into the Project's final environmental document.

1-13

To compensate for any on- and off-site impacts to aquatic and riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution control measures, avoidance of resources, protective measures for downstream resources, on- and/or off-site habitat creation, enhancement or restoration, and/or protection, and management of mitigation lands in perpetuity.

Recommendation #2: If the Project would require routine maintenance of the new rail line adjacent to streams and riparian vegetation at the Balboa Double Track Extension and Canyon Siding Extension sites, CDFW recommends Metro revise the DEIR to provide details of those routine maintenance activities. The DEIR should discuss potential impacts on biological resources during those routine maintenance activities and provide measures to mitigate those impacts.

1-14

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Recommendation #3: CDFW recommends Metro revise BIO-8, BIO-9, and BIO-10 to provide more clarification on specific actions and success criteria that each measure would implement and seek to achieve. As to BIO-8, at a minimum, Metro should state what invasive plant and animal species would be controlled, using what means, and where those species would be controlled. As to BIO-9, at a minimum, Metro should state what specific actions would occur if a qualified biologists determined that disturbance in upland areas would impact riparian areas and wetlands. Finally, as to BIO-10, Metro should state what native biota would be reintroduced, using what means, where plants would be sourced, and where those species would be reintroduced. Following recommended revisions to those measures, CDFW recommends Metro recirculate the CEQA document for public review and commenting (see Comment #1, Recommendation #2). 1-15

Comment #5: Impacts on Fish – Santa Ana Sucker and Unarmored Threespine Stickleback

Issue: The Project could impact fish, including Santa Ana sucker (*Catostomus santaane*) and unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*). Unarmored threespine stickback is listed under both CESA and ESA. Also, the unarmored threespine stickleback is a California Fully Protected Species. The Santa Ana sucker is listed under ESA.

Specific impacts: Project construction and activities cause fish injury or mortality. Also, the Project could temporary or permanently impact habitat necessary to fish for spawning, breeding, feeding, or growth to maturity. This can lead to reduced reproductive capacity or population declines of fish species. Furthermore, Project construction and activities could impact fish and habitat supporting fish downstream of the Project site.

Why impacts would occur: Project construction and activities could impact fish and habitat supporting fish. According to page 18 in the Biological Resources Technical Report, Santa Ana sucker could occur at the Balboa Double Track Extension site and unarmored threespine stickleback could occur at the Canyon Siding Extension site. According to page 33 in the Biological Resources Technical Report, "restrictions and ROW [right-of-way] constraints made it difficult for our field biologists to gather all the information required, so they only did visual studies to determine if there was fish present. At the time of the site reconnaissance, March 9, 2021, no fish were located, but some habitats looked to be prime locations for fish […] A few of the T&E [threatened and endangered] species habitats are only located downstream of this project, and any disturbance to their habitats need to be documented." 1-16

Additionally, the mainstem, including Soledad Canyon of the Santa Clara River is occupied by unarmored threespine stickleback. Tributaries hydrologically connected to mainstem of the Santa Clara River could support also unarmored threespine stickleback. This may include tributaries located in the canyons and drainages on the hillside the Project proposes to cut into for the Canyon Siding Extension portion of the Project.

Work occurring in or adjacent to waterbodies supporting fish could impact fish. For example, crews working in streams may cause stream bank erosion, potentially resulting in crushing, burying, smothering, or displacing fish, fish fry, nesting burrows, and eggs, or microscopic flora and fauna food sources for fish and fry. Additionally, excessive sedimentation may degrade substrate and water conditions needed for reproduction, potentially causing reduced reproductive capacity and success. The Project may require vegetation removal within or

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adjacent to waterbodies. This can potentially result in additional stream bank erosion. Flow regime changes or changes to streambed composition may affect the viability and reproductive capacity of fish.

Evidence impacts would be significant: The DEIR states that the Project could impact fish and fish habitat both within the Project site and downstream of the Project site. The DEIR, however, does not provide specific mitigation measures to address potential impacts on fish. The Project could impact fish that are listed under CESA and ESA. The Project may impact a California Fully Protected species. Finally, the Project could impact fish that are Species of Special Concern that have yet to be evaluated (see Comment #1).

Species of Special Concern: A California Species of Special Concern is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or,
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status (CDFW 2021e).

1-16 (cont.)

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Therefore, take of SSC could require a mandatory finding of significance (CEQA Guidelines, § 15065).

CESA-listed Species and ESA-listed Species: CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

California Fully Protected Species: Take of any species designated as California Fully Protected under the Fish and Game Code is prohibited. CDFW cannot authorize the take of any California Fully Protected species as defined by State law. California Fully Protected species may not be taken or possessed at any time. No licenses or permits may be issued for take, except for collecting those species for necessary scientific research and relocation of the bird species for protection of livestock (Fish & G. Code, § 3511).

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Impacts to any sensitive or special status species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW or USFWS. Take under ESA is more broadly defined than CESA. Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. 1-16 (cont.)

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: At least one year prior to starting any Project construction and activities, CDFW recommends Metro retain a qualified biologist to conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. The survey should include areas downstream of the project site that could be impacted. Surveys should be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys should be performed in consultation and coordination with CDFW.

Mitigation Measure #2: At least one year prior to starting any Project construction and activities, CDFW recommends Metro retain a CDFW-approved biologist to conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys should be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys should be performed in consultation and coordination with CDFW. Survey results, including negative findings, should be provided to CDFW.

Mitigation Measure #3: CDFW recommends Metro coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro should fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work should be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries should be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback. 1-17

Mitigation Measure #4: If a CESA and/or ESA-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro should consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro should have a permit from CDFW prior to starting any Project construction and activities (See Comment #2, Recommendation #1 and #2).

Mitigation Measure #5: If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities may only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro, in consultation with a qualified biologist should prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife should be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat

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adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife should be captured only by a qualified biologist with proper handling permits (see Additional Comments: Scientific Collection Permit). 1-17 (cont.)

Recommendation: If the Project cannot avoid impacts on ESA-listed fish species, CDFW recommends Metro consult with USFWS to comply with ESA well in advance of any construction and activities where impacts to an ESA-listed species occur. 1-18

Comment #6: Impacts on Coastal California Gnatcatcher

Impacts: The Project could impact habitat supporting the California coastal gnatcatcher (*Polioptila californica californica*), which is an ESA-listed species and a California Species of Special Concern.

Specific impacts: The Project could result in the clearing of habitat supporting California coastal gnatcatcher.

Why impacts would occur: According to page 3.4-4 in the DEIR, critical habitat for the coastal California gnatcatcher is located adjacent to the Balboa Double Track Extension site and Canyon Siding Extension site. Coastal sage scrub may be cleared to accommodate the Project at the Balboa Double Track Extension site and Canyon Siding Extension site.

Metro has proposed mitigation measure BIO-7 to address impacts on California coastal gnatcatcher. BIO-7 states, "All native vegetation in California gnatcatcher habitat (coastal sage scrub) that must be cleared for project construction must be cleared outside of breeding season (February 15 to August 31). If construction activities must take place in gnatcatcher breeding season, a pre-construction survey will be conducted for active nests within 500 feet of the construction footprint. Surveys will continue weekly throughout the breeding season. If a nest is found within 250 feet of ongoing project activities, Proposed Project work will cease within those 250 feet until the nest has failed or fledged." 1-19

As it is currently proposed, BIO-7 does not propose to replace habitat that may be cleared. Habitat loss and fragmentation driven by development and agriculture continues to be a significant threat to the species. The temporary exclusion of Project activities within nesting buffers during nesting season does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. California coastal gnatcatchers are residents in coastal sage scrub habitat. Therefore, removal of habitat would result in loss of nesting, breeding, and foraging habitat as well as cover for California coastal gnatcatchers.

Evidence impacts would be significant:

A California Species of Special Concern is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition

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of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or,
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status (CDFW 2021e).

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Therefore, take of SSC could require a mandatory finding of significance (CEQA Guidelines, § 15065).

1-19 (cont.)

Additionally, CDFW considers adverse impacts to a species protected by ESA to be significant without mitigation under CEQA. Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

Impacts to any sensitive or special status species should be considered significant under CEQA unless they are clearly mitigated below a level of significance.

Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW or USFWS.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends Metro retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist should survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist should conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines (USFWS 1997). The survey protocol requires a minimum of six surveys conducted at least one week apart from March 15 through June 30 and a minimum of nine surveys at least two weeks apart from July 1 through March 14. The protocol should be followed for all surveys unless otherwise authorized by the USFWS in writing (USFWS 1997). CDFW recommends gnatcatcher surveys be conducted and USFWS notified (per protocol guidance) prior to staring any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.

1-20

Mitigation Measure #2: Where Project construction and activities would occur within and/or adjacent California coastal gnatcatcher habitat, CDFW recommends Metro avoid work from February 15 through August 31.

Mitigation Measure #3: CDFW recommends Metro avoid clearing, removing, or cutting any California coastal gnatcatcher habitat.

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Mitigation Measure #4: If Metro removes California coastal gnatcatcher habitat, CDFW recommends Metro mitigate for impacts at no less than 2:1 so that there is no net loss of habitat supporting an SSC and ESA-listed species. Mitigation lands should occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance. 1-20 (cont.)

Recommendation: If the Project cannot avoid impacts on ESA-listed species per Mitigation Measures #2 and #3, CDFW recommends Metro consult with USFWS to comply with ESA well in advance of any construction and activities where impacts to an ESA-listed species occur. 1-21

Comment #7: Impacts on Sensitive Plant Communities

Issue: The Project could impact sensitive plant communities.
Specific impacts: The Project could remove Southern California black walnut trees (*Juglans californica*) and California walnut groves (*Juglans californica* Forest and Woodland Alliance). The Project could also remove coast live oak trees (*Quercus agrifolia*) and coast live oak woodlands (*Quercus agrifolia* Woodland Alliance) (Sawyer et al. 2009).

Why impacts would occur: The Balboa Double Track Extension site has southern California black walnut trees and coast live oak trees. The Canyon Siding Extension site has coast live oak trees. Project construction and activities such as tree removal, grading; digging and trenching to install underground infrastructure (e.g., fiber optic cables); and construction of retaining walls could result in injury, mortality, and loss of individual trees as well as result in the loss of acres of a sensitive plant community. According to the *Tree Survey/Impacts Assessment Technical Memo*, "the improvements at the Balboa Double Track Extension and the Canyon Siding Extension sites include steep and undulating terrain within chapparal ecosystems. This could result in impacts to protected trees including Coast Live Oak and California Black Walnut." Also, these trees [at the Balboa Double Track Extension site] in particular (Coast Live Oaks and Southern California Black Walnut) exist on steep slopes that may be subject to grading in proposed construction activities." Lastly, "the greatest number of trees that could be impacted by the proposed railway improvements, are at the Canyon Siding Extension site (Appendix C), including Coast Live Oak saplings that were observed east of the Santa Clarita station platform." 1-22

The Project has provided mitigation measure BIO-13 to address impacts on native trees. BIO-13, as it is currently proposed, does not provide mitigation for impacts on sensitive plant communities. Furthermore, through the Project's BIO-16, native trees, which may include southern California black walnut trees and coast live oak trees, could be replaced with "native drought tolerant trees of comparable size to the impact trees." The Project could result in net loss of native trees and sensitive plant communities by not mitigating for impacts on sensitive plant communities and potentially replacing southern California black walnut trees and coast live oak trees with a different species of tree.

Evidence impacts would be significant: The southern California black walnut has a California Rare Plant Rank (CRPR) of 4.2 (Calflora 2021b). The southern California black walnut is a species of local significance; a species of limited distribution; and a species that is moderately threatened in California (CNPS 2021). CDFW considers California walnut groves to be a Sensitive Natural Communities with a State Rarity Ranking of S3 (CDFW 2021c; Sawyer et al. 2009). Southern California black walnut and California walnut groves meet the definition of endangered, rare, or threatened Species under CEQA (CEQA Guidelines, § 15380).

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Accordingly, impacts on southern California black walnut trees and California walnut groves could be significant under CEQA [CEQA Guidelines, §§ 15002(g), 15065, 153820].
CDFW considers coast live oak woodlands to be a sensitive plant community. Oak woodlands serve several important ecological functions such as protecting soils from erosion and land sliding; regulating water flow in watersheds; and maintaining water quality in streams and rivers. Oak woodlands also have higher levels of biodiversity than any other terrestrial ecosystem in California (Block et al. 1990). Oak trees provide nesting and perching habitat for approximately 170 species of birds (Griffin and Muick 1990). For these reasons, CDFW recommends that impacts on oak woodlands be mitigated. Moreover, oak trees and woodlands are protected by the Oak Woodlands Conservation Act (pursuant under Fish and Game Code sections 1360-1372) and Public Resources Code section 21083.4 due to the historic and on-going loss of these resources.
Inadequate avoidance, minimization, and mitigation measures for impacts on southern California black walnut, California walnut groves, and coast live oak woodlands may result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW.

1-22 (cont.)

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends Metro replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed. Mitigation at 3:1 would account for loss of large, heritage-sized trees, rare and sensitive tree species, and trees that are known to provide habitat value for wildlife.

Mitigation Measure #2: CDFW recommends Metro create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro should create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings, the latter indicating a healthy, self-recruiting population/plant community. Mitigation should be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site should be at least the same as the density of trees in the habitat that was impacted. The mitigation site should also provide the same understory species as found in the impacted area.

1-23

Mitigation Measure #3: CDFW recommends Metro modify BIO-16 by including the underlined language and removing the language with strikethrough: "Replace impacted trees that cannot be saved with trees of ~~native drought tolerant trees of comparable size to the impacted trees~~ the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols."

Mitigation Measure #4: CDFW recommends that all tree material, especially tree material infected with pests, pathogens, and diseases, is left on site, chipping the material for use as ground cover or mulch.

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Additional Recommendations

Scientific Collecting Permit. The Project may require capture, handling, and relocation of wildlife. Pursuant to the California Code of Regulations, title 14, section 650. Accordingly, Metro/qualified biologist must obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. Please visit CDFW's Scientific Collecting Permit webpage for information (CDFW 2021f). An LSA Agreement may provide similar take or possession of species as described in the conditions of the Agreement (see Comment #4: Lake or Streambed Alteration). 1-24

CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650).

Data. CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., California Natural Diversity Database] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting CNDDB Field Survey Forms (CDFW 2021g). Metro should ensure the data has been properly submitted, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. Metro should provide CDFW with confirmation of data submittal. 1-25

Mitigation and Monitoring Reporting Plan. CDFW recommends Metro update the Project's proposed Biological Resources Mitigation Measures and condition the environmental document to include mitigation measures recommended in this letter. CDFW provides comments to assist Metro in developing mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Metro is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided Metro with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). 1-26

Filing Fees

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Los Angeles County Metropolitan Transportation Authority and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final (Cal. Code Regs., tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089). 1-27

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Conclusion

We appreciate the opportunity to comment on the Project to assist the Los Angeles County Metropolitan Transportation Authority in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the Los Angeles County Metropolitan Transportation Authority has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)]. If you have any questions or comments regarding this letter, please contact Ruby Kwan-Davis, Senior Environmental Scientist (Specialist), at Ruby.Kwan-Davis@wildlife.ca.gov or (562) 619-2230.

1-28

Sincerely,

DocuSigned by:
Erinn Wilson-Olgin
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Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW
Erinn Wilson-Olgin, Los Alamitos – Erinn.Wison-Olgin@wildlife.ca.gov
Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov
Ruby Kwan-Davis, Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov
Felicia Silva, Los Alamitos – Felicia.Silva@wildlife.ca.gov
Julisa Portugal, Los Alamitos – Julisa.Portugal@wildlife.ca.gov
Frederic Rieman, Los Alamitos – Frederic.Rieman@wildlife.ca.gov
Emily Galli, Los Alamitos – Emily.Galli@wildlife.ca.gov
Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov

State Clearinghouse, Office of Planning and Research – State.Clearinghouse@opr.ca.gov

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Draft Mitigation and Monitoring Reporting Plan

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
MM-BIO-1 Impacts on Least Bell's Vireo-Surveys	Prior to Project construction and activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWs within 45 calendar days following the completion of protocol-level surveys.	Prior to Project construction and activities at the Balboa Double Track Extension site	Los Angeles County Metropolitan Transportation Authority (Metro)
MM-BIO-2 Impacts on Least Bell's Vireo-Avoidance	If least Bell's vireo is detected no work shall occur during the least Bell's vireo nesting season (April 10 to July 31). This shall include staging, mobilization, and site preparation.	Before/ During construction and activities	Metro
MM-BIO-3 Impacts on Least Bell's Vireo-Avoidance	No habitat supporting least Bell's vireo shall be removed.	Before/ During construction and activities	Metro
MM-BIO-4 Impacts on Least Bell's Vireo-Incidental Take Permit	If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro shall seek appropriate take authorization under CESA. Metro shall have a permit from CDFW prior to starting any Project construction and activities.	Prior to starting any Project construction and activities.	Metro

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MM-BIO-5-Impacts on Western Joshua Tree-Avoidance	There shall be no impacts on western Joshua trees and seedbank. No access will be allowed from Yucca Ave/West Milling Street. No activities shall occur within a 290-foot radius of the western Joshua tree to avid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance.	Before/ During construction and activities	Metro
MM-BIO-6-Impacts on Western Joshua Tree-CESA Incidental Take Permit	If necessary, Metro shall seek appropriate take authorization under CESA before starting any construction and activities where impacts to the western Joshua tree and seedbank will occur.	Before starting any construction and activities where impacts to western Joshua tree will occur	Metro
MM-BIO-7-Impacts on Streams and Riparian habitat-LSA Notification	Metro shall notify CDFW pursuant to Fish and Game Code section 1600 et seq. Metro shall obtain an LSA Agreement before starting any Project construction and activities where impacts on streams may occur.	Prior to starting any Project construction and activities where impacts on streams may occur	Metro
MM-BIO-8-Impacts on Streams and Riparian habitat-LSA Notification	The LSA Notification shall include the following information and analyses: 1) Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted. P 2) An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity; 3) A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed	Prior to starting any Project construction and activities where impacts on streams may occur	Metro

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	through the Project site; 4) A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities; 5) An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation; 6) Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities; 7) Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals and reintroducing native biota; and, 8) A complete description of routine maintenance activities that may be required for the life of the Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project.		
MM-BIO-9-Impacts on Streams and Riparian habitat-Compensatory mitigation	Metro shall provide no less than 2:1 for impacts on streams and associated riparian plant community. Metro shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2.	During Project construction and activities	Metro
MM-BIO-10-Impacts on Streams and Riparian habitat-Species surveys	Metro shall retain a qualified biologist(s) to perform species specific surveys as described under **Mitigation Measure #1, Mitigation Measure #11** and **Mitigation Measure #12** and provide survey results, including negative findings, as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species.	Prior to LSA Notification Prior to starting any Project construction and activities where	Metro

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		impacts on streams may occur	
MM-BIO-11-Impacts on Fish-Surveys	At least one year prior to starting any Project construction and activities, qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW.	Prior to LSA Notification At least one year prior to starting any Project construction and activities	Metro
MM-BIO-12-Impacts on Fish-Surveys-unarmored threespine stickleback	At least one year prior to starting any Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to CDFW.	Prior to LSA Notification At least one year prior to starting any Project construction and activities	Metro
MM-BIO-13-Impacts on Fish-unarmored threespine stickleback	Metro shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback.	Prior to/During Project construction and activities	Metro
MM-BIO-14-Impacts on Fish-CESA and	If a CESA and/or ESA-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro shall consult with CDFW and/or USFWS to obtain necessary permits for take of	Prior to starting any Project	Metro

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ESA-listed species	CESA and/or ESA-listed fish species. Metro shall have a permit from CDFW and/or USFWS prior to starting any Project construction and activities.	construction and activities if a permit from CDFW and/or USFWS is needed	
MM-BIO-15-Impacts on Fish-Species of Special Concern	If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits.	Prior to starting any Project construction and activities After CDFW approval of a Fish Species Relocation Plan	Metro
MM-BIO-16-Impacts on California coastal gnatcatcher-Protocol Surveys	Metro shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to staring any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.	Prior to staring any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.	Metro

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MM-BIO-17-Impacts on California coastal gnatcatcher-Avoidance	Where Project construction and activities would occur within and/or adjacent California coastal gnatcatcher habitat, no work shall occur work from February 15 through August 31.	During Project construction and activities	Metro
MM-BIO-18-Impacts on California coastal gnatcatcher-Habitat	There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat.	During Project construction and activities	Metro
MM-BIO-19-Impacts on California coastal gnatcatcher-Compensatory mitigation	Metro shall mitigate for loss of any California coastal gnatcatcher habitat. at no less than 2:1 so that there is no net loss of habitat supporting an SSC and ESA-listed species. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance.	Before/ During Project construction and activities	Metro
MM-BIO-20-Impacts on Sensitive Plant Communities-Tree replacement	Metro shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed.	During Project construction and activities	Metro
MM-BIO-21-Impacts on Sensitive Plant Communities	Metro shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro shall create or restore no less than two acres for impacts on a sensitive plant community that consists of that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation	During Project construction and activities	Metro

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	site shall also provide the same understory species as found in the impacted area.		
MM-BIO-22-Impacts on Sensitive Plant Communities	Replace impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols.	During Project construction and activities	Metro
MM-BIO-23-Impacts on Sensitive Plant Communities	All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.	During Project construction and activities	Metro
REC-1-Biological Assessment	Metro should provide a biological assessment analyzing and discussing the Project's potential impacts on the State's biological resources. The assessment should provide the following information supported by a thorough literature review: 1) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species. Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species. Seasonal variations in use of land around the three capital improvements should also be addressed. CDFW's California Natural Diversity Database in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. At a minimum, CDFW recommends searching the following quadrangles: Balboa Double Track Extension (Oak Mountain and San Fernando quadrangles); Canyon Siding Extension (Newhall and Mint Canyon quadrangles);	Prior to finalizing CEQA document	Metro

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	Lancaster Terminal Improvements (Lancaster East and Lancaster West quadrangles). 2) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. Adjoining habitat areas should be included where Project construction and activities could lead to direct or indirect impacts off site. 3) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment. CDFW tracks plant communities and rare plant communities using the Manual of California Vegetation classification system only. Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. 4) A rare plant assessment using online databases for rare, threatened, and endangered plants, including the California Native Plant Society Online Inventory of Rare and Endangered Plants of California as well as the Calflora's Information on Wild California Plants database. 5) A complete assessment of potential impacts on California Terrestrial and Vernal Pool Invertebrates of Conservation Priority that may occur on site and within the area of potential effect.		
REC-2-Recirculate CEQA document	Metro should recirculate the Project's CEQA document after revising the CEQA document to provide more information as to the Project's impacts on the State's biological resources. Metro should provide measures to avoid, minimize, and/or mitigate for potentially significant effects on biological resources that were not previously identified.	Prior to finalizing CEQA document	Metro

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REC-3-Impacts on Least Bell's Vireo	If the Project would impact least Bell's vireo, early consultation with CDFW is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit. Appropriate authorization from CDFW may include an Incidental Take Permit or a Consistency Determination in certain circumstances, among other options [Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)]. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an Incidental Take Permit unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an Incidental Take Permit. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Incidental Take Permit.	Prior to finalizing CEQA document Prior to Project construction and activities where impacts on least Bell's vireo may occur	Metro
REC-4-LSA Notification-Revise CEQA document	CDFW's issuance of an LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from Metro for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. As such, Metro should consider CDFW's comments and revise the DEIR by incorporating the mitigation measures recommended in this letter into the Project's final environmental document.	Prior to finalizing CEQA document	Metro
REC-5-Routine maintenance-Revise CEQA document	If the Project would require routine maintenance of the new rail line adjacent to streams and riparian vegetation at the Balboa Double Track Extension and Canyon Siding Extension sites, Metro should revise the DEIR to provide details of those routine maintenance	Prior to finalizing CEQA document	Metro

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	activities. The DEIR should discuss potential impacts on biological resources during those routine maintenance activities and provide measures to mitigate those impacts.		
REC-6-Revise CEQA document	Metro should revise BIO-8, BIO-9, and BIO-10 to provide more clarification on specific actions and success criteria that each measure would implement and seek to achieve. As to BIO-8, at a minimum, Metro should state what invasive plant and animal species would be controlled, using what means, and where those species would be controlled. As to BIO-9, at a minimum, Metro should state what specific actions would occur if a qualified biologists determined that disturbance in upland areas would impact riparian areas and wetlands. Finally, as to BIO-10, Metro should state what native biota would be reintroduced, using what means, where plants would be sourced, and where those species would be reintroduced. Following recommended revisions to BIO-8, BIO-9, and BIO-10, CDFW recommends Metro recirculate the CEQA document for public review and commenting.	Prior to finalizing CEQA document	Metro
REC-7-Impacts on Endangered Species Act-listed species-fish	If the Project cannot avoid impacts on ESA-listed fish species, Metro should consult with USFWS to comply with ESA well in advance of any construction and activities where impacts to an ESA-listed species occur.	Before starting any construction and activities where impacts to an ESA-listed species occur	Metro
REC-8-Impacts on Endangered Species Act-listed species-California coastal gnatcatcher	If the Project cannot avoid impacts on California coastal gnatcatcher, Metro should consult with USFWS to comply with ESA well in advance of any construction and activities where impacts to an ESA-listed species occur.	Before starting any construction and activities where impacts to an ESA-listed	Metro

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		species occur	
REC-9-Scientific Collecting Permit	Metro shall retain a qualified biologist with appropriate handling permits, or shall obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities.	Before starting any construction and activities During construction and activities	Metro
REC-10-Data	Metro should ensure sensitive and special status species data has been properly submitted to the California Natural Diversity Database with all data fields applicable filled out. Mero should provide CDFW with confirmation of data submittal.	Prior to/after Notification pursuant to Fish and Game Code section 1600 et seq.	Metro
REC-11-Mitigation and Monitoring Reporting Plan	Metro should update the Project's proposed Biological Resources Mitigation Measures and condition the environmental document to include mitigation measures recommended in this letter.	Prior to finalizing CEQA document	Metro

Letter No. 1

Erinn Wilson-Olgin
California Department of Fish & Wildlife
South Coast Region
3883 Ruffin Road
San Diego, CA 92123

1-1. The comment provides an introduction to the letter, establishes California Department of Fish and Wildlife (CDFW) regulatory authority and role as a Responsible Agency, and provides a summary of the Proposed Project. Metro appreciates CDFW's input on the Proposed Project and assistance in developing the mitigation measures necessary to protect the State's biological resources.

1-2 The comment establishes that CDFW attended a site visit with Metro staff on September 8, 2021 and offers its comments and recommendations based on a review of the Draft EIR, supporting technical studies, and the September 8, 2021 site visit. The intent of the comments contained in the letter is to assist Metro in adequately identifying, avoiding, and/or mitigating the Proposed Project's significant, or potentially significant, direct, and indirect impacts on biological resources. Metro acknowledges CDFW's efforts to provide detailed comment on the Proposed Project's potential impacts on biological resources and recommended mitigation measures to address such impacts.

1-3 The comment states that the Draft EIR is missing information as the Proposed Project's potentially significant impacts on biological resources. The comment goes on to list animal and plant species that may be present in the project area identified through review of the California Natural Diversity Database (CNDDB) and states that the Draft EIR did not consider potential impacts to these species. The comment specifies various aspects of the Proposed Project's construction activities that could affect sensitive biological resources and identifies western spadefoot as a species known to occur in the hillside slopes along the Canyon Siding Extension site and identifies proposed grading activities as a potential cause for impacts to the species. Metro has conducted a review of the CNDDB and included the results of such review in the Final EIR. Further additional analysis to address CDFW concerns related to the information in the Draft EIR has been provided in the Final EIR, including description of potential impacts to a variety of species listed in the CNDDB review. Finally, while Metro acknowledges CDFW's concerns and has incorporated CDFW's various recommended mitigation measures into the Final EIR, the analysis contained in the Draft EIR determined that impacts on special status species were potentially significant and expressed that impacts on any state-listed endangered, threatened, rare, or candidate species, would require a permit from CDFW before the Proposed Project could proceed. Chapter 2.0, Corrections and Additions, of this Final EIR provides discussion of the CNDDB review, additional impact analysis, revisions to mitigation measures in the Draft EIR, as well as additional mitigation measures recommended in CDFW's comment letter.

1-4 The comment recommends that a biological assessment be completed with a description of the recommended contents of such an assessment. As discussed during the September 8 field visit and the comment, site access restrictions made a biological assessment difficult to perform, namely on-site species presence surveys or on-site floristic assessments. However, Metro has included Mitigation Measure **BIO-12**, as described in Chapter 2.0, Corrections and Additions and incorporated into Chapter 4.0, Mitigation Monitoring and Reporting Program, of this Final EIR, to ensure that a qualified biologist with access to the rail right-of-way (ROW) conducts a field assessment for the presence/absence of biological resources in the next phase of project planning. With Mitigation Measure **BIO-12,** in concert with additional mitigation measures recommended by CDFW, Metro believes the potential impacts to biological resources would be adequately mitigated or avoided.

1-5 The comment recommends that the Draft EIR be recirculated pursuant to Section 15088.5 of the CEQA Guidelines. As discussed in Chapter 1.0, Introduction, of the Draft EIR, the Proposed Project is exempt from the requirements of CEQA under Section 21080 (b)(10) of the California Public Resources Code (PRC) and this EIR has been prepared voluntarily by Metro. Metro intends to ensure that all Project-related impacts are adequately mitigated and has thus incorporated the other recommendations provided in CDFW's comment letter. As described previously, the Draft EIR did identify potentially significant impacts to biological resources under Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.4-5 and identified mitigation measures to address said impacts. With the mitigation measures recommended by CDFW incorporated, Metro believes that that all potential impacts to biological resources would be adequately addressed.

1-6 The comment identifies the least Bell's vireo as a California Endangered Species Act (CESA) and federal Endangered Species Act (ESA) -listed species that could be potentially impacted by the Proposed Project. The comment goes on to describe known occurrence of the species in the vicinity of the Balboa Double Track site and describes aspects of the Proposed Project that may result in significant impacts to the species. Metro agrees that given the known occurrence of the least Bell's vireo in the vicinity of the Balboa Double Track site that there is potential for Project construction activities to result in significant impacts to the species or its habitat. Additional analysis describing these potential impacts has been added to the Final EIR and is included in Chapter 2.0, Corrections and Additions, of this Final EIR.

1-7 The comment recommends three mitigation measures to address potential impacts to least Bell's vireo. Metro has incorporated CDFW's recommended mitigation measures into Mitigation Measure **BIO-8** in this Final EIR and is included in Chapter 2.0, Corrections and Additions and incorporated into Chapter 4.0, Mitigation Monitoring and Reporting Program.

1-8 The comment recommends that Metro consult with USFWS to comply with the ESA in advance of any construction activities proposed for the Project. Metro agrees that early consultation with USFWS would be required if impacts to any ESA-listed species would result from the Proposed Project and such consultation would take place following implementation of Mitigation Measure **BIO-8** or any other mitigation identified in the Final EIR that results in identification of ESA species.

1-9 The comment states that the Proposed Project could impact the western Joshua tree identified at the Canyon Siding Extension site and lists potential construction activities that could result in such impacts. Current design does not indicate that any construction activities, including site access would occur in the vicinity of the identified western Joshua tree and the Final EIR has included additional discussion to this effect. See Chapter 2.0, Corrections and Additions for an updated discussion of the identified western Joshua tree

1-10 The comment recommends mitigation measures to ensure avoidance of the identified western Joshua tree near the Canyon Siding Extension site. To ensure that impacts to the identified western Joshua tree are avoided, Metro has incorporated CDFW's recommended mitigation measures into the Final EIR as Mitigation Measure **BIO-9.** See Chapter 2.0, Corrections and Additions for updated discussion of the identified western Joshua tree, including description of Mitigation Measures **BIO-9.**

1-11 The comment states that impacts to streams would be subject to a Lake and Streambed Alteration (LSA) agreement notification under Fish and Game Code Section 1602 et seq. The comment goes on to describe various potential impacts to streams identified in the Draft EIR and discusses how Draft EIR Mitigation Measures **BIO-8**, **BIO-9**, and **BIO-10** would be inadequate to address potential impacts to streams and riparian habitat. Metro agrees that diversion, obstruction, fill, or changes to the coarse, bed, or banks of a stream would require LSA notification. Mitigation Measure **BIO-12** (now BIO-19 in the Final EIR) was proposed in the Draft EIR to ensure compliance with this requirement. Additionally, Mitigation Measures **BIO-8** (now **BIO-15** in the Final EIR) and **BIO-9** (now **BIO-16** in the Final EIR) have been revised to address CDFW's concerns with the specificity of these mitigation measures. Additional analysis to address impacts to riparian vegetation and habitat has also been added to the Final EIR. Metro also agrees with CDFW's concerns related to Mitigation Measure **BIO-10** and this mitigation has been removed from the Final EIR with the intended purpose of restoring riparian habitat covered by CDFW recommended 2:1 mitigation for impacts on streams and riparian habitat described as Mitigation Measure **BIO-15** in this Final EIR. See Chapter 2.0, Corrections and Additions for revised analysis of impacts to riparian habitat and sensitive plant communities.

1-12 The comment provides recommended mitigation measures to address LSA notification and impacts to riparian communities including concurrence with Draft EIR Mitigation Measure **BIO-12**, additional description of LSA notification documentation, recommended mitigation ratio for impacts to riparian habitat and streams, and recommended additional biological surveys consistent with other comments CDFW's comment letter. Metro agrees with the comment's recommendations and has updated Draft EIR Mitigation Measure **BIO-12** (now **BIO-18** in the Final EIR) with additional LSA notification details. See Response 1-11 for a description of inclusion of CDFW's recommended mitigation ratio for impacted streams and riparian habitat.

1-13 The comment states that the LSA agreement may rely upon the EIR for the Proposed Project and encourages incorporation of the other mitigation recommendations contained in CDFW's comment letter while also acknowledging that additional mitigation may be conditioned in an LSA agreement. Metro intends to

incorporate CDFW's recommended mitigations to avoid impacts to biological resources and ensure LSA notification meets CDFW's requirements.

1-14 The comment states that routine maintenance activities proposed as part of the Proposed Project should be described and the impacts on biological resources posed by such activities should be disclosed in the EIR. The Draft EIR discusses operation of the Proposed Project, including routine maintenance throughout Chapter 3.4. As discussed, project operations, including routine maintenance would take place within the existing ROW in areas that are already disturbed and inhabited by the AVL track. Accordingly, operation of the Proposed Project would be similar to existing operations and impacts would be less than significant.

1-15 The comment recommends that Draft EIR Mitigation Measures **BIO-8**, **BIO-9**, and **BIO-10** be revised to provide greater specificity and clarification. Please see Response to Comment 1-11 for discussion of revisions to Draft EIR Mitigation Measures **BIO-8**, **BIO-9**, and **BIO-10.**

1-16 The comment states that the Proposed Project could impact fish, including CESA and ESA listed Santa Ana sucker and fully protected unarmored threespine stickleback. In addition, the comment references portions of the Biological Resources Technical Report that refers to the range of the Santa Ana sucker and unarmored threespine stickleback. Metro notes that the portions of the Biological Resources Technical Report referenced in the comment identifies the range of the Santa Ana sucker and the unarmored threespine stickleback and does not state that these species have potential to be located within any of the three capital improvement sites, nor are impacts to streams that support fish anticipated. However, in recognition that site access restrictions limited Metro biologist's ability to survey the capital improvement sites for potential fish habitat, Metro agrees that additional mitigation is required to determine if any fish species are present in or around the Balboa Double Track Extension and the Canyon Siding Extension sites. Additional analysis has been provided in this Final EIR related to presence of fish at the capital improvement sites. Please see Chapter 2.0, Corrections and Additions for updated analysis related to fish and CDFW identified special status species.

1-17 The comment recommends several mitigation measures including presence/absence fish surveys, focused surveys for Santa Ana sucker and unarmored threespine stickleback, avoidance in the event that special status fish species are detected, and special status fish species relocation. Metro has incorporated CDFW recommended mitigation measures into the Final EIR as Mitigation Measure **BIO-10.** The added Mitigation Measures is also described in Chapter 2.0 Corrections and Additions and incorporated into Chapter 4.0 Mitigation Monitoring and Reporting Program.

1-18 The comment recommends that Metro coordinate early with USFW in the event that impacts on ESA-listed fish species cannot be avoided. Metro agrees that early consultation with USFWS would be required if impacts to any ESA-listed species would result from the Proposed Project and such consultation would take place following implementation of Mitigation Measure **BIO-10** or any other mitigation identified in the Final EIR that results in identification of ESA species.

1-19 The comment states that impacts to the coastal California gnatcatcher may occur and that Draft EIR Mitigation Measure **BIO-7** does not address potential impacts resulting from removal of coastal California gnatcatcher habitat. Additional analysis related to potential impacts on coastal California gnatcatcher has been added to the Final EIR. The analysis includes discussion of potential habitat removal due to proposed grading activities. See Chapter 2.0, Corrections and Additions for additional discussion of potential impacts to coastal California gnatcatcher.

1-20 The comment recommends several mitigation measures to address potential impacts to coastal California gnatcatcher, including presence/absence surveys for coastal California gnatcatcher, restrictions on construction activities within or adjacent to identified coastal California gnatcatcher habitat during breeding season, restrictions on clearing vegetation within identified coastal California gnatcatcher habitat, and providing 2:1 ratio habitat replacement for any habitat removed. Metro has incorporated CDFW recommended mitigation measures into the Final EIR by updating Mitigation Measure **BIO-7.** The revised Mitigation Measure is also described in Chapter 2.0, Corrections and Additions and incorporated into Chapter 4.0, Mitigation Monitoring and Reporting Program.

1-21 The comment recommends that Metro coordinate early with USFW in the event that impacts on ESA-listed species cannot be avoided. Metro agrees that early consultation with USFWS would be required if impacts to any ESA-listed species would result from the Proposed Project and such consultation would take place following implementation of Mitigation Measure **BIO-7** or any other mitigation identified in the Final EIR that results in identification of ESA species.

1-22 The comment states that the Proposed Project may remove southern California black walnut trees and groves and coast live oak trees and woodlands. The Balboa Double Track Extension site contains both southern California black walnut trees and coast live oak trees while the Canyon Siding Extension site contains coast live oak trees. The comment goes on to state that Draft EIR Mitigation Measure **BIO-13** and **BIO-16** do not adequately mitigate impacts on sensitive plant communities. The analysis of impacts to sensitive plant communities has been updated in the Final EIR to provide clarification and specificity on the potential impacts to individual trees as well as sensitive plant communities. See Chapter 2.0, Corrections and Additions for additional discussion of potential impacts to southern California black walnut trees, coast live oak trees, and associated sensitive plant communities.

1-23 The comment recommends several mitigation measures to address potential impacts to sensitive plant communities, including replacement of removed black walnut trees and coast live oak trees at a 3:1 ratio, restoration of impacted sensitive plant communities with prescribed acreage ratios, reuse of plant material as mulch, and recommended text edits to Draft EIR Mitigation Measure **BIO-16**. Metro has incorporated CDFW recommended mitigation measures into the Final EIR as Mitigation Measures **BIO-16** and **BIO-17.** Recommended edits to Draft EIR Mitigation Measure **BIO-16** (now **BIO-23** in the Final EIR) have also been made as requested. The added and revised Mitigation Measures are also described in Chapter 2.0, Corrections and Additions and incorporated into Chapter 4.0, Mitigation Monitoring and Reporting Program.

1-24 The comment states that any required capture, handling, or relocation of wildlife would require qualified biologists to obtain appropriate handling permits prior to engaging in such activities. The comment also states that a Scientific Collecting Permit is required to monitor project impacts on wildlife resources. Metro understands the permit requirements associated with the monitoring, capture, handling, and/or relocation of wildlife and has included requirements for such permits in added/revised mitigation measures, as recommended by CDFW, as well as in Chapter 4.0, Mitigation Monitoring and Reporting Program.

1-25 The comment states that information developed in support of environmental documentation be incorporated into the CNDDB by reporting any special status species detected. Metro agrees and intends to provide any information gathered as part of the Proposed Project's mitigation program to CDFW for incorporation into the CNDDB.

1-26 The comment recommends that Metro update the Project's proposed Biological Resource mitigation measures and incorporate CDFW's recommendations into the Project's Mitigation Monitoring and Reporting Program. Metro has incorporated all recommended mitigation measures into the Final EIR as described in Chapter 2.0, Corrections and Additions. These mitigation measures have also been incorporated into Chapter 4.0, Mitigation Monitoring and Reporting Program.

1-27 The comment states that since the Proposed Project will result in potential impacts to fish and/or wildlife, filing fees are required for the CDFW staff assessment. Metro understands the required filing fees and will pay said fees when filing the Notice of Determination for the Project.

1-28 The comment provides a conclusion to CDFW's comment letter and expresses appreciation for the opportunity to comment. No further response to this comment is required.

COMMENT LETTER 2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research

September 01 2021

STATE CLEARINGHOUSE

Making Conservation a California Way of Life.

August 31, 2021

Brian Balderrama, Senior Director
LA County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-17-2
Los Angeles, CA 90012

RE: Antelope Valley Line Capacity and Service Improvement Program – Draft Environmental Impact Report (DEIR)
SCH# 2020109001
GTS# 07-LA-2020-03668
Vic. LA-5 PM R44.907

Dear Brian Balderrama:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project is intended to enable improved service along the Antelope Valley Line (AVL) by constructing three capital improvements at three locations strategically selected along the AVL corridor to provide the most operational flexibility possible for the level of investment available. These three capital improvements are the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster.

The nearest State facility to the proposed project is Interstate 5. After reviewing the DEIR, Caltrans has the following comments: 2-1

- **Balboa Double Track Extension**: As stated in the DEIR, track realignments at this location will require encroachment upon Caltrans ROW. Extensive collaboration will be required with the Caltrans District 7's Office of Permits for all project work at this location and all concerns must be adequately addressed.

- **Canyon Siding Extension**. Based on the preliminary details provided, the Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option would be the preferred design alternative. This design option provides more direct access for people walking and biking, and a single platform can also make navigation easier for first-time users. In addition to the more direct access to the platform, this design option also narrows Commuter Way, which results in fewer conflict points between pedestrians and cars when

"Provide a safe and reliable transportation network that serves all people and respects the environment"

accessing the station. This design also maximizes the use of the existing roadway and parking lot, limiting potential impacts from expanding into the existing hillside to the south.

- **Lancaster Terminal Improvements**. Based on the preliminary details provided, the Island Platform with Pedestrian At-Grade Crossing Design Option would be the preferred design option. This design option provides easy single-platform navigation with the greatest level of simplicity and accessibility.

2-1 (cont.)

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03668.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: State Clearinghouse

Letter No. 2

Miya Edmonson
California Department of Transportation
District 7 – Office of Regional Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012

2-1. The comment identifies Interstate 5 as the nearest Caltrans facility to the Proposed Project and provides the following input on the three capital improvements:

Balboa Double Track Extension – Track realignment in the vicinity of I-5 will require extensive collaboration with the Caltrans District 7 Office of Permits.

Canyon Siding Extension – Caltrans states a preference for the Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option as it would provide the most direct access for patrons and would result in improved circulation on Commuter Way.

Lancaster Terminal Improvements – Caltrans states a preference for the Island Platform with Pedestrian At-Grade Crossing Design Option as it provides easy single-platform navigation.

Metro has noted this comment and these comments will be forwarded to Metrolink to consider in the Final Design of the Proposed Project as well as the continued coordination with Caltrans District 7 Office of Permits on the anticipated encroachment permit required for the Balboa Double Track Extension work. Caltrans' preferences for station platform layouts will also be forwarded to Metrolink for consideration in the Final Design of the Project.

COMMENT LETTER 3

From: Canuela, Jonathan@DWR <Jonathan.Canuela@water.ca.gov>
Sent: Tuesday, August 3, 2021 1:23 AM
To: AVL <AVL@metro.net>
Cc: Cruz, Joseph@DWR <Joseph.Cruz@water.ca.gov>
Subject: Milepost 65.24 CA-Aqueduct Crossing

Mr. Balderrama,

The existing rail line crossing over the California Aqueduct at Milepost 65.24 (Page 3.1 of DEIR State Clearinghouse No. 2020109001) has no indication of improvement or modification as part of the proposed program. 3-1

Please confirm, or if you have detailed information about the California Aqueduct crossing please let me know.

Thank you.

Jonathan P. Canuela
Water Resources Engineering Associate (Spec.)
SWP Right-of-Way Management Section, Room 631
Division of Operations and Maintenance-HQ
Jonathan.canuela@water.ca.gov
(916) 653-5095

1

Letter No. 3

Jonathan P. Canuela
California Department of Water Services
P.O. Box 942836
Sacramento, CA 94236-0001

3-1. The comment asks for clarification as to whether the Proposed Project would provide any improvements or modifications to the California Aqueduct crossing at Milepost 65.24. Metro, in partnership with Metrolink, is considering key capital improvements along the existing Antelope Valley Line (AVL) corridor in order to enable incremental levels of commuter rail service up to 30 minutes bi-directional to Santa Clarita and hourly to Lancaster. Enhanced capital improvements at the Aqueduct crossing are not required for this proposed level of service for the Proposed Project and no modifications or other improvements are proposed at this location.

COMMENT LETTER 4

---------- Original Message ----------
From: Saunders, Joseph@CHP [jcsaunders@chp.ca.gov]
Sent: 9/3/2021, 1:33 PM
To: avl@metro.net
Cc: jonunez@chp.ca.gov; state.clearinghouse@opr.ca.gov; blanca.enciso@chp.ca.gov
Subject: 063 – BE – Environmental Document Review – SCH #2020109001 - Due to Lead Agency by 09/10/2021 - Southern Division Response

Good Afternoon,

No impact to any Southern Division Area local operations and/or public safety by SCH# 2020109001 was identified. 4-1

Thank you,

Joseph Saunders, Sergeant

Southern Division

Staff Services

411 N. Central Avenue, suite 410

Glendale, CA 91203

(818) 240-8200

(818) 240-1496 (fax)

Email: jcsaunders@chp.ca.gov

1

From: CHP-EIR <EIR@chp.ca.gov>
Sent: Tuesday, August 24, 2021 2:50 PM
To: Nunez, Jose@CHP <JONunez@chp.ca.gov>
Cc: Enciso, Blanca@CHP <Blanca.Enciso@chp.ca.gov>
Subject: 063 – BE – Environmental Document Review – SCH #2020109001 - Due to Lead Agency by 09/10/2021

Good afternoon,

Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site:

https://ceqanet.opr.ca.gov/2020109001/3

Due to the project's geographical proximity to Southern Division, please use the attached checklist to assess its potential impact to local Area/Section operations and public safety. If impact is determined, responses should be e-mailed directly to **Los Angeles County Metropolitan Transportation Authority (Lead Agency)** with cc to SCH, respective Division, and myself.

Please feel free to e-mail me if you have any questions.

Thank you!

Kind regards,

Blanca Enciso

Special Projects Section- 063

Transportation Planning Unit

California Highway Patrol

Office: (916) 843-3365

2

Letter No. 4

Joseph Saunders
California Highway Patrol
Southern Division
Staff Services
411 North Central Avenue, Suite 410
Glendale, CA 91203

4-1. The comment states that no impacts to any California Highway Patrol Southern Division Area operations or public safety were identified. Metro notes the comment and no further response is required.

COMMENT LETTER 5

STATE OF CALIFORNIA *Gavin Newsom, Governor*

PUBLIC UTILITIES COMMISSION
320 W 4th Street, Suite 500
Los Angeles, CA 90013

September 10, 2021

CORS 2021090001

Brian Balderrama
Los Angeles County Metropolitan Transportation Authority
Deputy Executive Officer
One Gateway Plaza, M/S 99-17-2
Los Angeles, CA 90012

Sent via email: AVL@metro.net

Re: Antelope Valley Line Capacity and Service Improvements Program
SCH 2020109001 — *Draft Environmental Impact Report*

Dear Mr. Balderrama:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed Antelope Valley Line Capacity and Service Improvements Program (Project). Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency. The Project is statutorily exempt from the California Environmental Quality Act (CEQA) under Section 21080 (b)(10) of the California Public Resources Code (PRC); the DEIR has been provided as an informational document to identify potential impacts that may result from the Project.

The Antelope Valley Line (AVL) right-of-way (ROW) is owned by Metro. Southern California Regional Rail Authority (SCRRA) operates Metrolink commuter rail service between Los Angeles Union Station and Lancaster and Union Pacific Railroad (UPRR) operates Class 1 freight service along the corridor. The route is Federal Railroad Administration (FRA) Track Class 4, with a maximum speed of 79 miles per hour (mph). There are up to 30 Metrolink commuter trains and on average five UPRR freight trains per day on the AVL. 5-1

The Project involves the construction of three capital improvements which would provide the capacity required to allow commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements, described in DEIR Section 2.3, include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

CPUC General Order (G.O.) 88-B establishes criteria for altering existing crossings, including (but not limited to) addition of one track within the existing railroad right-of-way, reconstruction of grade-separated structures, and changes in the type or addition of automatic signaling devices at crossings. Metro will be required to submit a G.O. 88-B request for alteration of each existing crossing included in 5-2

Brian Balderrama
SCH 2020109001
September 10, 2021

the Project. Requests to alter existing crossings may be approved by RCEB staff, provided completion of request as outlined in G.O. 88-B, Section 5 and consensus among parties.

G.O. 88-B also establishes cases for which the Authority must apply to the Commission for authorization, including construction of new highway-rail or rail-rail crossings. Refer to the CPUC Rules of Practice and Procedure (www.cpuc.ca.gov/rpp/), Rules 3.7–3.11 for new crossing application requirements. You may consult with RCEB staff to determine the need for authorization by G.O. 88-B or by application at each proposed crossing on the corridor. 5-2 (cont.)

Minimum vertical and horizontal clearance requirements are outlined in CPUC General Order (G.O.) 26-D, Section 2, Section 3, and Section 4. Clearance between parallel tracks is governed by G.O. 26-D, Section 5. Public roads, highways, and streets crossing under tracks and over tracks are subject to G.O. 26-D, Section 12 and Section 13, respectively.

A diagnostic meeting is required for each crossing alteration or construction. The diagnostic team consists of representatives from the railroads, roadway agencies, local government agencies, CPUC, and private stakeholders. You may contact RCEB staff to schedule diagnostic meetings, and to discuss preliminary designs of grade-separated structures. 5-3

Metro has initiated coordination meetings with CPUC RCEB and presented an overview of the three capital improvements within the Project. RCEB provides the following comments for each capital improvement.

Balboa Double Track
The Balboa Double Track Extension is proposed to begin at the existing Sylmar Siding at the Balboa Boulevard overpass and extend approximately 1.1 miles north to the Sierra Highway overpass, and includes three existing grade-separated. CPUC G.O. 26-D establishes minimum vertical and horizontal clearance requirements, though railroads standards may exceed these clearances. 5-4

Canyon Siding Extension
The proposed Canyon Siding Extension would add approximately 8,400 feet of new track between Bouquet Canyon and Golden Oak Road. The improvement includes proposed new crossings at Santa Clarita station and modification of the Golden Oak Road grade crossing.

New pedestrian grade crossings are proposed at Santa Clarita Station. The Commission's policy is to reduce the number of at-grade crossings, per G.O. 75-D. As such, CPUC recommends that Metro move forward with the undercrossing design alternatives. New public crossings require an application to the Commission; refer to the CPUC Rules of Practice and Procedure for details. 5-5

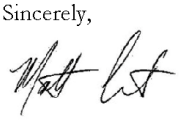
The proposed modification of the Golden Oak Road grade crossing will require CPUC authorization. This may be accomplished by G.O. 88-B request. Please contact CPUC to schedule a field diagnostic meeting with all stakeholders at the crossing.

Lancaster Terminal Improvements
The proposed Lancaster Terminal Improvements includes expansion of the existing layover facilities north of Lancaster Station and the Lancaster Boulevard crossing, with three additional storage tracks. CPUC supports the respective pedestrian undercrossing and pedestrian overcrossing design alternatives at Lancaster Station. The proposed modification of the Lancaster Boulevard grade crossing will require CPUC authorization. 5-6

Brian Balderrama
SCH 2020109001
September 10, 2021

Please continue to keep RCEB informed of the project's development. If you have any questions or require clarification on CPUC's role in rail crossings projects, you may contact Matthew Cervantes at matthew.cervantes@cpuc.ca.gov.

Sincerely,



Matthew Cervantes, PE
Senior Utilities Engineer
Rail Crossings and Engineering Branch
Rail Safety Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Don Filippi, SCRRA, FilippiD@scrra.net
Peggy Ygbuhay, UPRR, pygbuhay@up.com

Letter No. 5

Matthew Cervantes, PE
California Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013

5-1. The comment summarizes the Proposed Project and rail operating conditions along the AVL. No further comment is provided and no response is required.

5-2 The comment establishes the requirements under CPUC General Order (G.O.) 88-B for the alteration of at-grade rail crossings and provides useful information related to CPUC Rules of Practice and Procedure and G.O. 26D which establishes vertical and horizontal clearances. Metro is aware of CPUC requirements for any alterations to grade crossings and intends to continue coordination with the CPUC on these requirements.

5-3 The comment identifies the requirement for a diagnostic meeting for each grade crossing alteration and establishes that Metro has initiated coordination meetings with CPUC staff. Metro is aware of CPUC requirements for any alterations to grade crossings and intends to continue coordination with the CPUC on these requirements.

5-4 The comment states that CPUC G.O. 26-D establishes minimum vertical and horizontal clearance requirements applicable to the Balboa Double Track Extension which crosses under three existing grade-separated crossings. Metro is aware of CPUC requirements for any alterations to grade crossings and intends to continue coordination with the CPUC on these requirements.

5-5 The comment summarizes the Canyon Siding Extension and states that the Commission's policy is to reduce the number of at-grade crossings with a recommendation that one of the undercrossing design options at the Santa Clarita Station be advanced consistent with G.O. 75-D. The comment also states that alterations to the Golden Oak Road at-grade crossing will require CPUC authorization. Metro is aware of CPUC requirements and intends to continue coordination with the CPUC on these requirements. Final decision on the design of the Santa Clarita Station will be determined through coordination with Metrolink, CPUC, and the City of Santa Clarita subject to funding agreements.

5-6 The comment states that alterations to the Lancaster Boulevard at-grade crossing is subject to CPUC authorization. Metro is aware of CPUC requirements and intends to continue coordination with the CPUC on these requirements.

COMMENT LETTER 6

LANCASTER

R. REX PARRIS
MAYOR

MARVIN CRIST
VICE MAYOR

DARRELL DORRIS
COUNCIL MEMBER

RAJ MAHLI
COUNCIL MEMBER

KEN MANN
COUNCIL MEMBER

JASON CAUDLE
CITY MANAGER

44933 Fern Avenue
Lancaster, CA 935534
661 723 6000

September 2, 2021

Brian Balderrama, Director Senior
Metro One Gateway Plaza, M/S 99-17-2
Los Angeles, CA 90012

RE: Comments on the DEIR for the AVL Capacity and Service Improvements Program- City of Lancaster

Dear Mr. Balderrama:

On behalf of the City of Lancaster, we would like to thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program.

We are fully supportive of this project and have the following comments on the DEIR:

1. The City of Lancaster is supportive of the proposed improvements within the city limits. 6-1
2. If funding becomes available for Island Platforms, the City would recommend the at-grade crossing design option, or ability to review and provide comments on any alternate designs and/or location. 6-2
3. The city would require that the proposed maintenance facility be designed to comply with the City's Design Guidelines and be submitted to the City for review and approval. 6-3
4. Grading and Encroachment Permit will be required for all work in the public right of way and within the City's jurisdiction. 6-4
5. The City would require that all agreements and property acquisition documentation related to the sites within the city limits, be obtained prior to the start of construction. 6-5

LANCASTER

R. REX PARRIS
MAYOR

MARVIN CRIST
VICE MAYOR

DARRELL DORRIS
COUNCIL MEMBER

RAJ MAHLI
COUNCIL MEMBER

KEN MANN
COUNCIL MEMBER

JASON CAUDLE
CITY MANAGER

44933 Fern Avenue
Lancaster, CA 935534
661.723.6000
cityoflancasterca.org

Again, we thank you for the opportunity to review these documents. If you have any questions regarding the items above, please feel free to contact me at ldelacruz@cityoflancasterca.org or at (661) 723-6179.

Sincerely,



Larissa De La Cruz
Community Development Senior Manager

Cc: Trolis Niebla, Assistant City Manager
Matt Simons, Senior Engineer

Letter No. 6

Larissa De La Cruz
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

6-1. The comment states that the City of Lancaster is supportive of the Proposed Project, specifically the Lancaster Terminal improvements. Metro notes the City's support and no further response is required.

6-2 The comment states that the City prefers the Island Platform with At-Grade Pedestrian Crossing Design Option and further requests opportunity to review and provide comments on any alternate designs and/or location. Metro has noted the City's requirements and these comments will be forwarded to Metrolink to consider in the Final Design of the Proposed Project. No further response is required.

6-3 The comment states that the City requires that the proposed layover facility be designed to comply with the City's Design Guidelines and be submitted to the City for review and approval. Metro has noted the City's requirements and these comments will be forwarded to Metrolink to consider in the Final Design of the Proposed Project.

6-4 The comment states that Grading and Encroachment Permits will be required for all work in the public ROW and within the City's jurisdiction. Metro has noted the City's requirements and these comments will be forwarded to Metrolink to consider in the Final Design of the Proposed Project and for the project permitting process.

6-5 The comment states that the City requires that all agreements and property acquisition documentation related to the sites within the city limits, be obtained prior to the start of construction. Metro has noted the City's requirements and these comments will be forwarded to Metrolink to consider in the Final Design of the Proposed Project and permitting process.

COMMENT LETTER 7

City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

September 9, 2021

Mr. Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-17-2
Los Angeles, CA 90012

Dear Mr. Balderrama:

Subject: Public Review and Comment for Draft Environmental Impact Report for Antelope Valley Line Capacity and Service Improvements Program

The City of Santa Clarita (City) is supportive of this valued project as it services three Metrolink stations with a fourth station at Vista Canyon soon to open. As a stakeholder in the Antelope Valley Line Capacity and Service Improvements Program, the City agrees that more frequent Metrolink service would be beneficial in achieving multiple regional and local transportation service goals. With projected growth in traffic and congestion along Interstate 5 and State Route 14, the Antelope Valley Line is an increasingly important link between North Los Angeles County and the rest of Los Angeles. 7-1

As a follow-up to our previous Notice of Preparation comments submitted on November 12, 2020, the City respectfully submits the following for consideration as part of this project's Draft Environmental Impact Report (EIR).

- *Traffic Congestion and Traffic Signal Coordination –*

 Local public polling consistently rates traffic congestion as a high priority issue to be addressed in the City. On page ES-13, vehicle delays beyond at-grade crossings should be noted in the Final EIR as there will be impacts and potential long-term traffic delays along all major roadways. Train frequencies disrupt traffic signal coordination especially for a non-grid network with limited or no alternate routes. The approximate doubling of Metrolink trips will result in increased ridership and corresponding vehicle trips to the City's anticipated four stations. The Final EIR should identify these local impacts and propose mitigation by identifying potential future non-motorized/ATP facilities and/or roadways and widenings that could accommodate these additional trips or alternate routes, independent of funding status for such mitigation. 7-2

The Final EIR should include a delay analysis for key at-grade crossing locations, considering the impact over the morning and evening peak hours, not just each individual pre-emption. Further, the City requests the Final EIR acknowledge potential funding to re-evaluate traffic signal timing and re-timing of traffic signals due to the traffic impacts of this project.

On page 3.1-14, the Roadway Network should also include the major corridors (such as Soledad Canyon Road, Bouquet Canyon Road, Newhall Avenue, Via Princessa, etc.) along the AVL as most of these local roads are part of the National Highway System.

7-2 (cont.)

The at-grade railroad crossing at Soledad Canyon Road and Golden Oak Road is limited to 90 feet between the adjacent signalized intersection and stop-controlled intersection. Currently, there are existing safety issues of gridlock occurrences at signalized intersections adjacent to the railroad crossings. Double-tracking will reduce vehicle storage for queuing between the intersections and increase unsafe gridlock occurrences at the adjacent intersections. The traffic study in the Final EIR should address these concerns. On page 2-9, the Final EIR should note that new striping and widening throughout the intersection will result in one additional northbound shared through/left and one additional southbound incoming lane.

- *Safety* – The Final EIR shall evaluate all railroad crossings in the City for potential safety enhancements due to additional train service increasing the potential for conflicts with pedestrians, similar to the evaluation for the crossing at Soledad Canyon Road and Golden Oak Road, already included in the Draft EIR.

 The Final EIR should also review future safety enhancements as appropriate mitigation at the midblock crossing on Canyon Park Boulevard as well as the intersection of Railroad Avenue and Drayton Street. The Canyon Park Boulevard location is proximate to a number of multifamily housing developments and is scheduled to include a Class III bike route. The crossing there is approximately 4,000 feet from Via Princessa Metrolink station and 7,700 feet from Vista Canyon station. The crossing time is likely to be longer here where trains are in the process of accelerating or decelerating. The Drayton Street crossing is adjacent to a homeless shelter currently under development with Drayton Street being the sole access to the property.

 7-3

 On pages ES-40, 41 the Final EIR should evaluate traffic safety during construction as a potential impact with associated proposed mitigations.

- *Editorial Comments*

 On page 2-11, the western crosswalk leg has since been removed.

 Page 83 mentions no change to weekend service for operational characteristics but on page 84 table 2-1 mentions the proposed project would increase Saturday round trips from 6 to 14.

 7-4

Clarification on what statement is true as this could further impact traffic/signal synchronization on Saturdays.

7-4 (cont.)

Thank you in advance for your commitment to see that the Final EIR reviews these issues appropriately.

Sincerely,

Joel Bareng
Assistant City Engineer

JB:JS:as
T:\Division\Transporation Planning\AVL\Correspondences\DEIR Comment Sept 2021

cc: Robert Newman, Director of Public Works

Letter No. 7

Joel Bareng
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

7-1. The comment serves as an introduction to the City of Santa Clarita's comment letter and states the City's support for the Proposed Project and associated service improvements. Metro appreciates the City's support and no further response is required.

7-2 The comment states that traffic congestion is a concern to the City and its residents noting that increased train frequency disrupts traffic signal coordination and that additional ridership generated by the Proposed Project will result in increased activity at the City's four Metrolink Stations. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process. Although, it may be considered by the Board of Directors during the decision-making process. Metro will provide the comments to Metrolink for consideration in the Final Design process and assist with the facilitation of ongoing coordination with the City on traffic signal timing and other non-motorized/ATP improvements that could be incorporated into the Proposed Project or separately.

The comment goes on to identify several corridors within the City that should be included in the discussion of the Roadway Network in Section 3.1 of the Draft EIR. See Chapter 2.0, Corrections and Additions for added text.

Finally, the comment states that the Golden Oak Road rail crossing has existing safety issues associated with gridlock and queuing and that the EIR should address concerns associated with additional queuing at the intersection. Page 3.1-28 of the Draft EIR addresses safety design considerations at the Golden Oak Road rail crossing. As discussed, safety associated with the crossing would be improved by the Proposed Project. The comment's recommended text additions have been included in Chapter 2.0, Corrections and Additions.

7-3 The comment states that the EIR should evaluate all at-grade crossings within the City of Santa Clarita for potential safety enhancements given the increase in train frequency. The comment also lists several "midblock" crossings that the City requests be reviewed for safety enhancements. Safety improvements afforded to the Golden Oak Road rail crossing are the result of physical alternations to the crossing proposed as part of the Proposed Project. No other physical alterations at any other rail crossings within the City of Santa Clarita are proposed. Increased train activity along the AVL poses no increased safety concerns as Metrolink operators are required to adhere to FRA and CPUC requirements governing operating speed, horn soundings, and general rail safety. Likewise, at-grade rail crossings are governed by the CPUC and all existing crossings have been designed in accordance with SCRRA's engineering standards as well as FHWA's Crossing Handbook. Any concerns about safety at any particular rail crossing should be directed to CPUC's Rail Safety Division.

7-4 The comment provides two editorial comments seeking clarification and/or revision to the Draft EIR. Regarding the western crosswalk leg, depicted in Figure 2-5, of the Draft EIR, there is no available aerial imagery that shows the change in conditions expressed by the commenter. See Chapter 2.0, Corrections and Additions which includes a note for Figure 2-5. Regarding discussion of weekend service, the Proposed Project would not enable additional weekend trips as there is already adequate capacity to provide additional weekend trips. Metrolink, through its service planning, may increase the number of weekend trips along the AVL to meet service demand and provide improved service.

COMMENT LETTER 8

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017
metrolinktrains.com

September 10, 2021

Mr. Brian Balderrama
Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012

RE: Comments on Antelope Valley Line Capacity and Service Improvements Program - Draft EIR

Dear Mr. Brian Balderrama:

The Southern California Regional Rail Authority (SCRRA) has received and reviewed the Draft Environmental Impact Report (EIR) for the Antelope Valley Line Capacity and Service Improvements Program. We appreciate the opportunity to share the issues of concern to SCRRA that will need to be considered in the Final EIR. SCRRA will continue to work collaboratively with Los Angeles County Metropolitan Transportation Authority to ensure our areas of concern are adequately addressed for this and all subsequent EIR documents.

The Metrolink currently operates passenger service and maintains the Antelope Valley Line between Los Angeles Union Station and Lancaster Terminal. The Draft EIR specifically addresses three projects along the AVL: Balboa Double Track Extension, Canyon Siding Extension, and Lancaster Terminal Improvements. 8-1

As a project partner in the AVL Capacity and Service Improvements program, SCRRA requests that Metro address the comments provided from our previous review of the plans during the development of the Final EIR and associated design packages.

Thank you again for providing us with the opportunity to comment on the Draft EIR. We look forward to our continued participation with Los Angeles County Metropolitan Transportation Authority on this important transportation project that will provide many regional benefits.

Should you have any questions, please feel free to contact me at (213) 452-0345 or via e-mail at HackettA@scrra.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,

Arnold Hackett

Arnold Hackett
Interim Chief Strategy Officer

Letter No. 8

Arnold Hackett
Metrolink
Southern California Regional Rail Authority
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

8-1. The comment states that Metrolink is committed to partnering with Metro on the design and development of the Proposed Project and requests that Metro address internal comments provided to Metro outside of the CEQA process. Metro appreciates Metrolink's ongoing support and assistance with the development of the Proposed Project. Metro anticipates that all comments submitted by Metrolink will be addressed and resolved prior to approval of the Proposed Project.

3.4 RESPONSES TO GROUPS/ORGANIZATION

COMMENT LETTER 9

ACTON TOWN COUNCIL
1887
P.O.Box 810, Acton CA 93510

September 10, 2021

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Electronic Transmission of fourteen (14) pages to:
AVL@metro.net

Subject: Comments on the Antelope Valley Line Project Submitted by the Acton Town Council.

Reference: Notice of Completion and Availability of a Draft Environmental Impact Report Issued July 28, 2021.

Dear Mr. Balderrama;

The Acton Town Council ("ATC") appreciates the opportunity to review the Draft Environmental Impact Report ("DEIR") prepared by the Los Angeles County Metropolitan Transportation Authority ("METRO") pursuant to the California Environmental Quality Act ("CEQA") for the "Antelope Valley Line Project" ("AVL Project"), and we respectfully offer the following comments pursuant thereto.

INTRODUCTION

The ATC has taken every opportunity to comment on the AVL Project because it will significantly affect the residents of Acton. Specifically, the AVL Project will increase the number of train trips through our community from approximately 20 per day to more than 40 per day, which means that it will also increase the number of exceedingly loud train "passby" horn events that occur in our community to more than 40 per day. This is no small thing; noise data provided in the DEIR demonstrates that the residents of Acton are already exposed to frequent and earsplitting train "passby" horn events exceeding 95 decibels ("dBA") which occur throughout the night and the day and substantially interfere with sleeping and living patterns. These are not theoretical noise levels or hypothetical noise calculations; they are *actual* noise exposure events measured in actual residential areas of Acton at all hours (including 3 o'clock in the

9-1

"Our lives begin to end the day we become silent about things that matter" Martin Luther King, Jr.

morning[1]). Because the AVL Project will substantially increase the number and frequency of these already excessive "passby" horn events in Acton, it will create a direct physical change to Acton's existing noise environment and result in significant adverse effects on Acton residents. Nonetheless, the DEIR concludes that AVL Project operations will not create any significant noise impacts.

The DEIR draws this seemingly implausible conclusion based on a calculation methodology developed by the Federal Transit Administration ("FTA") which "averages" all noise events over a specified period of time (usually 24 hours) and thereby reduces their magnitude by "spreading them out" over a long interval of time. With this methodology, the DEIR nimbly converts all of the frequent 95+ dBA noise events that AVL Project operations will bring to Acton into a negligibly small 0.3 dBA "average" noise increase that is dismissed as insignificant. It is based on this ingenious "averaging" methodology that the DEIR concludes that AVL Project operations will not result in any significant noise impacts in Acton. However, and as discussed in detail below, the ATC has noted several deficiencies in the noise impact assessment presented in the DEIR which render it insufficient for the purposes of CEQA. The ATC has also noted other problems and inconsistencies in the DEIR, including the manner in which METRO allocates the construction of "Quiet Zone" infrastructure along the AVL Project Route; these and other concerns are presented in the following sections.

9-1 (cont.)

THE DEIR IMPROPERLY ALLOCATES "QUIET ZONE" INFRASTRUCTURE ALONG THE AVL PROJECT

The ATC and Acton residents have expended considerable time and effort to demonstrate to METRO that AVL Project operations will create significant adverse noise impacts in the Community of Acton because it will increase the number of trains (and the number of train "passby" horn events) in our community from approximately 20 to more than 40; this will substantially increase sleep disruption and learning interruptions in the Community and add considerably to residents' general stress and anxiety levels. To mitigate these adverse impacts, the ATC and numerous Acton residents requested that METRO construct "Quiet Zone" infrastructure at the public "at-grade" crossings in Acton as part of the AVL Project[2] and thereby facilitate the designation of a "Quiet Zone" overlay for our community. Once the "Quiet Zone"

9-2

[1] According to page 146 of the "Noise Technical Report" provided in Appendix I of the DEIR, noise measurement data for site LT-20 (located adjacent to the residence at 3511 Soledad Canyon Road in Acton) demonstrate that train "passby" horn events can exceed 95 dBA and they occur at all hours, including after midnight and 3 AM.

[2] See public comments offered by the ATC and residents of Acton that re summarized in the AVL Project Scoping Report provided in an Appendix of the DEIR.

overlay is established, commuter and freight trains will traverse Acton without deploying their horns. According to the AVL Project Scoping Report, only the Community of Acton and the City of Santa Clarita requested "Quiet Zone" infrastructure; nonetheless, the DEIR establishes that only the City of Santa Clarita and the City of Lancaster will receive "Quiet Zone" infrastructure; Acton will not.

The DEIR does not explain why the City of Lancaster will receive "Quiet Zone" infrastructure as part of the AVL Project (though no such infrastructure was requested by the Lancaster community) or why Acton will not receive "Quiet Zone" infrastructure (though it was requested by the Acton community). In fact, the DEIR does not discuss or explain the "Quiet Zone" infrastructure at all. Notably, trains do not arrive at, or depart from, Lancaster without also passing through Acton; this means that Lancaster and Acton will experience the same increase in train trips and horn noise events as a result of AVL Project operations. Accordingly, if AVL Project operations warrant the construction of "Quiet Zone" facilities in Lancaster, then they also warrant the construction of "Quiet Zone" facilities in Acton. Because there is nothing special or unique about the needs of Lancaster residents compared to Acton residents, there is no justification for the AVL Project to provide "Quiet Zone" facilities in the City of Lancaster but not in the Community of Acton.

9-2 (cont.)

What is particularly noteworthy about the "at-grade" crossing locations in Lancaster and Santa Clarita where the AVL Project includes construction of "Quiet Zone" facilities is that existing sound levels measured in the vicinity of these locations are actually ***less*** than existing sound levels measured in the vicinity of at-grade crossings in Acton[3]. In other words, noise data provided by the DEIR conclusively show that there is a greater need for "Quiet Zones" in Acton than in either of the locations proposed for "Quiet Zone" facilities in Santa Clarita and Lancaster; yet, the AVL Project will not provide "Quiet Zone" facilities in Acton. The inexplicable conclusion that AVL Project operations warrant the construction of "Quiet Zone" facilities in Lancaster and Santa Clarita but not in Acton defies logic and is completely unsupported by substantial evidence. This error must be corrected in the Final EIR by clarifying that the AVL Project will include construction of "Quiet Zone" facilities in Lancaster, Santa Clarita, ***and*** Acton.

[3] According to the DEIR, the measured 1-hour average (L_{eq}) sound levels at location LT-27 in Santa Clarita and at location ST-26 in Lancaster (near the locations of proposed "Quiet Zone" infrastructure that will be constructed as part of the AVL Project) were 69 dBA and 71 dBA, respectively. Both of these measured noise levels are ***less*** than the 72 dBA 1-hour L_{eq} measurement taken at location LT-20 in Acton near the "Crown Valley" at-grade crossing. These data indicate that "Quiet Zone" facilities are even more warranted in Acton than they are in Lancaster and Santa Clarita; yet, and contrary to the evidence provided in the DEIR, METRO does not propose to construct any "Quiet Zone" infrastructure in Acton.

THE NOISE IMPACT ANALYSIS PRESENTED IN THE AVL PROJECT DEIR IS DEFICIENT AND DOES NOT COMPLY WITH CEQA.

The DEIR provides an extensive "Noise Technical Report" in Appendix I (referred to hereafter as "the Report"), however it fails to address the "direct" noise effects of AVL Project operations in a manner that complies with CEQA; it also fails to address noise impacts on many "sensitive receptors" within the Community of Acton. The Report also ignores all noise reduction goals and policies adopted by the Los Angeles County General Plan which, when taken into account, demonstrate that AVL Project operations will have significant adverse noise impacts on the Community of Acton. Additionally, the Report does not properly apply the "Noise Impact Criteria" established by the Federal Transit Administration's "Transit Noise and Vibration Impact Assessment Manual"(referred to hereafter as "the Manual"); when the FTA criteria are correctly applied, the only conclusion that can be drawn is that AVL Project operations will create significant adverse noise impacts on the Community of Acton. All of these material conclusions are supported by substantial evidence as demonstrated in the following paragraphs. 9-3

The DEIR Does not Properly Address "Direct" Noise Effects of AVL Project Operations.

CEQA requires that a Lead Agency assess the "environmental effects" of a project, and Section 15358 of the CEQA Guidelines establishes that "effects" include both "direct" effects (defined as those primary effects caused by the project which occur at the same time and place) and "indirect" effects (defined as secondary effects that occur later in time and are "foreseeable" because they are induced by the project). In other words, CEQA requires that both the "direct" effects and foreseeable "indirect" effects of a project be evaluated.

As indicated previously, the DEIR assesses noise impacts of AVL Project operations based on a "time-weighted average" methodology recommended by the FTA. With this methodology, noise effects are quantified by "blending" together primary noise effects that are directly caused by the project (and thus occur "at the same time and place" as the Project) with non-project noise events that occur at a different time. These "blended" results are typically reported for 1-hour and 24-hour time frames. And, because FTA's "blended" noise assessment methodology incorporates noise events that occur at a different "time and place" than the project, it does not properly represent the "primary" noise effects of a project. Accordingly, METRO cannot rely upon the FTA methodology to satisfy CEQA's requirement that METRO assess the "direct" noise effects of AVL Project operations (though it could perhaps be utilized to assess the "indirect" noise effects of AVL Project operations). 9-4

Unfortunately, the only noise impact assessment of AVL Project operations that is provided by the DEIR for the Community of Acton relies on the FTA methodology; this means that the DEIR is deficient because it analyzes only "indirect" noise effects of AVL Project operations on the Community of Acton and fails to address "direct" noise effects as required by CEQA.

Fortunately, this deficiency is easily overcome; there is sufficient measurement data provided by the DEIR to properly assess "direct" noise effects of AVL Project operations on the Community of Acton. Specifically, the data presented in Figure LT-EH on page 150 of the Report reveals that existing train "passby" horn events occur more than 20 times per day in Acton and generate noise exposure levels that typically exceed 95 dBA (and at 3 AM, they can actually exceed 105 dBA). These measurements were taken approximately 100 feet from the centerline of the rail right-of-way ("ROW"), and they provide *actual* noise levels recorded at the time and location of train "passby" horn events in Acton. Therefore, the values reported in Figure LT-EH provide an accurate basis for the following "direct" noise impact assessment of the 20 additional train "passby" horn events that AVL Project operations will permanently add to the Acton environment:

1. According to Figure LT-EH, train "passby" horn events in Acton result in noise levels exceeding 100 dBA at 100 feet from the rail ROW; this is consistent with data provided by the FTA manual showing that the reference sound exposure level for commuter rails horns at 50 feet from the rail ROW is 110 dBA (see page 40).

2. Reconciling the 100+ dBA sound exposure level at 100 feet from the train ROW presented in Figure LT-EH of the Report with the "Exposure v Distance" data provided in Figure 4-6 and equation 4-19 of the FTA Manual provides the "direct" noise effects (in dBA) at specific distances from the tracks that is caused by the additional train "passby" horn events in Acton resulting from AVL Project operations. This methodology yields very conservative results because Figure 4-6 and Equation 4-19 in the FTA Manual assume "acoustically soft" ground beyond a distance of 50 feet (meaning that they implicitly presume significant sound attenuation); since the Community of Acton is not an "acoustically soft" area (it is characterized by little vegetation cover, hard-packed natural surfaces and low-density development patterns), calculating "direct" noise effects based on the Figure 4-6 and Equation 4-19 will provide conservative (and thus reliable) results.

By applying this two-step methodology, the ATC projects the following "Direct" noise effects will occur within the Community of Acton as a result of AVL Project operations:

9-4 (cont.)

- Every residence in Acton that is located within 200 feet of a "passby" horn event will directly and permanently experience at least twenty additional 95+ dBA noise insults per day; this is louder than a pile driver operated 50 feet away[4]. Data provided by the DEIR demonstrates that this ATC projection of "direct" noise effects of AVL Project operations is accurate: for instance, page 146 of the Report provides noise measurement data collected at an Acton residence located approximately 260 feet from the rail ROW (a location LT-20) and shows that "passby" horn events at this distance from the track causes noise exposure levels of 95 dBA or more.

- Every residence in Acton that is located within 400 feet of a "passby" horn event will directly and permanently experience at least twenty more 91+ dBA noise insults per day; this is louder than a rail saw operated 50 feet away[5].

- Every residence in Acton that is located within 800 feet of a "passby" horn event will directly and permanently experience at least twenty more 87+ dBA noise insults per day; this is equivalent to a jack hammer operated 50 feet away[6].

- Every residence in Acton that is located within 1600 feet of a "passby" horn event will directly and permanently experience at least twenty more 82+ dBA noise insults per day; this is louder than an air compressor operated 50 feet away[7].

9-4 (cont.)

Significant train "passby" horn events already happen in Acton more than 20 times per day; they occur throughout the night and the day and interrupt sleep patterns, disrupt learning in school, and contribute to general stress and anxiety. With the AVL Project, these significantly adverse "passby" horn noise events will ***permanently double*** in frequency; this is prima facia evidence that AVL Project operations will create new and significantly adverse "direct" noise effects on the Community of Acton. Accordingly, the DEIR materially and legally errs in concluding that AVL Project operations pose "less than significant" noise impacts. To rectify this error, the DEIR must be revised to include a legitimate analysis of "direct" noise effects of AVL Project operations similar to that presented above and thereby conclude that AVL Project operations will result in significantly adverse noise effects on the Community of Acton.

The ATC further points out that CEQA compels lead agencies to implement feasible mitigation measures to substantially lessen the significant environmental effects of a project [CEQA Statute §21002]. Because AVL Project operations will result in direct,

4 FTA "Noise and Vibration Impact Assessment Manual" issued September, 2018. (Table 7-1).

5 Ibid.

6 Ibid.

7 Ibid.

permanent, and significantly adverse noise effects on the Community of Acton (as shown above), noise impact mitigation measures are required. An important noise mitigation measure that METRO has construction authority over within the Community of Acton involves the installation of infrastructure that will facilitate future "Quiet Zone" designations for the public grade-crossings in the community; once a "Quiet Zone" overlay is established by the Federal Department of Transportation, trains will no longer deploy their horns and future "passby" horn events will be eliminated. The most critical "first step" in securing "Quiet Zones" in Acton to mitigate AVL Project noise impacts is for METRO to construct "Quiet Zone" infrastructure at the public "at-grade" crossings in Acton. There is no question that the construction of "Quiet Zone" facilities is "feasible" as that term is contemplated in CEQA because METRO already intends to construct such facilities in Lancaster and Santa Clarita as part of the AVL Project. Accordingly, the Final EIR issued for the AVL Project must identify the construction of "Quiet Zone" infrastructure within the Community of Acton as a feasible means to mitigate the significant direct noise impacts that AVL Project operations will create.

9-4 (cont.)

The DEIR Does Not Properly Implement FTA Noise Impact Criteria.

As discussed above, the DEIR assesses noise impacts of AVL Project operations based on an "averaging" methodology established by the FTA and set forth in the "Transit Noise and Vibration Impact Assessment Manual" released in 2018. Specifically, the FTA methodology estimates 1- hour and 24-hour "time-weighted average" noise levels under existing conditions at specific "receptor locations" and then compares these values to 1-hour and 24-hour estimated "time weighted average" noise levels that are projected to occur when the AVL Project is fully operational. The DEIR refers to these "time weighted average" noise levels as "1-hour L_{eq}" (or "L_{eq}") and "24-hour L_{dn}" (or "L_{dn}") measurements. The Manual also precisely defines "noise impact criteria" that are used to determine whether railway projects have "no noise impact", "moderate noise impact", or "severe noise impact". The thresholds for these criteria are set forth in Figure 4-2, and for residential "receptors", the criteria are based on the 24-hour average L_{dn} value. The ATC considers the criteria thresholds established by Figure 4-2 to be reasonable to the extent that they can be relied upon to assess "indirect" noise impacts of the AVL Project.

9-5

Although the AVL Project traverses more than 10 miles in the Community of Acton, the DEIR only identifies 36 residential "receptors" in the Community[8]. The DEIR also reports that, under existing conditions (without the AVL Project), nearly half of the residential receptors identified in Acton currently experience 24-hour L_{dn} noise levels of 70 dBA or more. Reconciling these existing L_{dn} noise exposure levels with the "noise

[8] Appendix I at 236-237.

Impact criteria" presented in Figure 4-2 of the FTA Manual reveals that *any* increase in L_{dn} which occurs at these receptor locations as a result of AVL Project operations must be deemed a "severe noise impact". Notably, the DEIR does report that AVL Project operations will increase L_{dn} levels at the receptor locations in Acton (see pages 236-237); therefore, and in accordance with the FTA Manual, the DEIR should conclude that AVL Project operations will result in significantly adverse noise impacts on the Community of Acton. Nonetheless, the DEIR draws a contrary conclusion by stating on page 3.10-28 that AVL Project operations will pose "less than significant" noise impacts. To resolve these completely contradictory conclusions, the ATC conducted a close inspection of how the DEIR applied the FTA's "noise impact criteria"; the results of this inspection reveal that the DEIR does not properly implement the FTA's methodologies (as explained in detail below).

According to the FTA Manual, the "Noise Impact Criteria" established by Figure 4-2 are applicable "for evaluating existing noise independently to project noise" [page 26]; these are precisely the circumstances presented by AVL Project operations because existing noise levels can be (and have already been) fully evaluated and clearly established independently of the project noise that will result from the addition of 20 more train "passby" horn events when the AVL Project is fully operational. Yet, and despite the clear direction provided by the FTA Manual, the DEIR does not rely on the "Noise Impact Criteria" established by Figure 4-2 and instead applies substantially higher "Cumulative Noise Impact Criteria" which (according to FTA Manual directives) are wholly inappropriate. Specifically, page 29 of the FTA Manual establishes that "Cumulative Noise Impact Criteria" are only applicable in circumstances where "it is not possible to define project noise separately from existing noise"; such circumstances include process changes (such as replacing diesel locomotives with electric trains), modification of track alignments, and facility changes [see page 28]. None of these circumstances are presented by AVL Project operations; to the contrary, there is a "bright line" distinction between the existing noise profile (which has been evaluated and characterized by the DEIR) and the independently determined new noise profile that will result from AVL Project operations.

9-5 (cont.)

Accordingly, the DEIR materially errs in applying the "Cumulative Noise Impact Criteria" to assess noise impacts of AVL Project operations on the Community of Acton. This error will not withstand judicial review, thus the Final EIR must be revised to correctly apply the "Noise Impact Criteria" presented in Figure 4-2 as required by the FTA Manual. When this and the other corrections noted above are made, the Final EIR will assert that AVL Project operations will result in significantly adverse "direct" and "indirect" noise impacts in the Community of Acton.

The DEIR Ignores adopted "Local" Noise Standards, Goals, and Policies.

To assess whether a project will result in significantly adverse noise impacts, Lead Agencies are required to determine if the project will result in the generation of a substantial temporary or permanent increase in ambient noise levels that are in excess of standards established in the local general plan. The only "local" standards that are considered in the DEIR noise analysis of AVL Project operations are those set forth by the City of Los Angeles (referred to as "L.A. CEQA Criteria"). The DEIR applies these "L.A. CEQA Criteria" to the entire 76-mile route (including the 10+ mile section located in Acton) even though most of the AVL Project is not even located in the City of Los Angeles. Odder still, the DEIR completely ignores other "local" noise standards and policies (including those set forth in the Los Angeles County General Plan). Evaluating AVL Project operations through the lens of these more applicable "local" noise standards and policies reveal that AVL Project operations are indeed inconsistent with local noise policies and within the Community of Acton, AVL Project operations will result in ambient noise levels in excess of General Plan standards. Therefore, AVL Project operations will result in significantly adverse noise impacts in the Community of Acton. These standards are discussed in more detail below, and the DEIR's failure to consider them renders the DEIR materially deficient and thus inadequate for the purposes of CEQA compliance.

9-6

The DEIR does not address any of the noise policies expressed in the Noise Element of the adopted Los Angeles County General Plan (County Plan); it also does not demonstrate that AVL Project operations are consistent with the noise standards, goals and policies that are established by the County Plan. Specifically, the County Plan Noise Element affirms that transportation systems (including rail networks) are the major source of noise concerns in unincorporated areas like Acton[9]; it also establishes that "coordinated transportation and land use planning plays a critical role in the prevention and mitigation of excessive noise impacts" and that local governments (i.e., METRO) can address these noise problems through "noise abatement measures"[10]. The plain language of the County Plan demonstrates just how detrimental rail noises are to unincorporated communities like Acton, thus is it inexcusable for the DEIR to simply *ignore* the entire County General Plan Noise Element while it contemporaneously considers the operation of a new rail project that ***doubles*** rail traffic through the community. Yet, and incredibly, that is precisely what the DEIR does. To address this horrendous error and fill this inexcusable "gap" in the DEIR, the ATC offers the following assessment of AVL Project operations and the extent to which they conflict with the standards, goals and policies of the County Plan Noise Element:

9 Los Angeles County General Plan at 190.

10 Id. at 196.

The County Plan Noise Standard: The maximum noise standard established by the County Plan for residential land use areas "at any time" is 65 dBA between the hours of 10 PM and 7 AM and 70 dBA between the hours of 7 AM to 10 PM (see Table 11.2). Based on the noise measurements provided in the DEIR and using the "exposure v distance" curve from the FTA Manual (discussed above), the ATC has determined that every residence within 3,000 feet of a train "passby" horn event resulting from AVL Project operations will experience noise levels exceeding 78 dBA; and residents as far away as two miles away will experience noise levels of at least 70 dBA. Because the AVL project will double the number of train trips (and the number of "passby" horn events) through Acton, it will subject Acton residents living within two miles of the tracks to new noise insults that exceed the County General Plan noise standard. This is no small effect; in fact, all of downtown Acton is located within 3,000 feet of the Crown Valley grade crossing which means that AVL Project operations will expose all the residents in that area to significantly more noise events that substantially exceed General Plan noise standards. *By definition*, this means that AVL Project operations pose significant noise impacts on the Community of Acton.

Goal N 1 "The reduction of excessive noise impacts". The AVL Project conflicts with this adopted County Plan Goal because AVL Project operations ***increase*** excessive noise impacts by increasing the number of "passby" horn events in the Community of Acton. The AVL Project does not include any measures to achieve "reductions" in the "excessive noise impacts" that it will create. Because the AVL Project conflicts with this adopted County Plan Goal, it poses significantly adverse noise impacts to the Community of Acton. 9-6 (cont.)

Policy N 1.1: "Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts". The AVL Project conflicts with this adopted County Plan Policy because it omits infrastructure to buffer noise-sensitive uses from the increase in adverse "passby" horn noise events that will result from AVL Project operations. METRO is aware that the construction of "Quiet Zone" infrastructure at public "at-grade" crossings in Acton will facilitate implementation of "Quiet Zone" operation within the community and thereby fully mitigate all the noise impacts created by "passby" horn events. As discussed above, the construction of "Quiet Zone" infrastructure is certainly a technically "feasible" measure because the AVL Project incorporates such infrastructure at various locations along the project route. Installing "Quiet Zone" infrastructure is also a fiscally "feasible" mitigation measure because METRO is implementing it elsewhere as part of the AVL Project (even in a community that did not request it[11]), The installation of "Quiet Zone" infrastructure in Acton is reasonably feasible, and provides the only option to ensure the AVL project conforms with General Plan Policy N 1.1.

[11] According to the DEIR "Scoping Report" the only communities requesting "Quiet Zone" facilities were the City of Santa Clarita and the Town of Acton; the City of Lancaster did not request "Quiet Zone" facilities, but they are being provided anyway by the AVL project.

Policy N 1.2: "Reduce exposure to noise impacts by promoting land use compatibility". The AVL Project conflicts with this adopted County Plan Policy because it increases residents' exposure to already unhealthful noise levels within the Community of Acton and deliberately withholds construction of the "Quiet Zones" facilities within the Community that are necessary to reduce exposure to noise impacts in the manner set forth by General Plan Policy N 1.2.

Policy N 1.3: "Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering". The AVL Project directly contradicts this adopted County Plan Policy because it intentionally avoids the use of any engineering controls or site design considerations (such as "Quiet Zone" infrastructure) that will minimize the significant noise impacts that the project will create on noise-sensitive land uses within the Community of Acton. Installing "Quiet Zone" infrastructure in Acton is the only means by which the AVL project can be brought into conformance with General Plan Policy N 1.3.

Policy N 1.4: "Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards." The AVL Project directly conflicts with this adopted County Noise Policy because it omits infrastructure necessary to "enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise" within the Community of Acton. The AVL Project fails to "enhance and promote noise abatement programs" by withholding "Quiet Zone" facilities from the Community of Acton and it materially degrades noise quality within the Community by increasing the number of daily "passby" horn events from approximately 20 to more than 40, thereby exposing residents to noise levels that exceed the County's Exterior Noise Standards. Installing "Quiet Zone" infrastructure in Acton is the only means by which the AVL project can be brought into conformance with General Plan Policy N 1.4.

9-6 (cont.)

Policy N 1.6: "Ensure cumulative impacts related to noise do not exceed health-based safety margins". The AVL Project explicitly violates this policy. According to the DEIR "Noise Technical Report", existing 24-hour (L_{dn}) noise measurements in the residential areas along the rail corridor in Acton already exceed 70 dBA which means that noise levels in Acton's residential areas already exceed "health-based" standards[12] and FTA "severe impact" thresholds[13]. Unless the AVL Project is revised to provide "Quiet Zone" facilities in Acton, AVL Project operations will violate Police N 1.6 by further increasing already unhealthy noise levels in Acton and driving them well beyond any conceivable "health-based safety margin"

[12] According to the Noise Element of the County Plan, an L_{dn} of 70 is "the maximum safe level that the U.S. EPA has identified to protect against the risk of hearing loss" (at 192).

[13] FTA's "Transit Noise and Vibration Impact Assessment Manual" establishes that areas with existing L_{dn} levels exceeding 70 dBA already experience "Severe Noise Impacts" (see Figure 4-2).

Policy N 1.7: "Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems". The AVL Project utterly contradicts this adopted County Noise Policy because it deliberately refrains from utilizing any "noise suppression techniques" in Acton even though the DEIR provides compelling evidence that AVL Project operations will exacerbate already unhealthful noise conditions along the railway corridor in Acton. Installing "Quiet Zone" infrastructure in Acton is the only means by which the AVL project can be brought into conformance with General Plan Policy N 1.7.

Policy N 1.9: "Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified". Nothing about the AVL Project is consistent with this adopted County Plan Policy. The DEIR demonstrates that "noise sensitive" residential uses within the Community of Acton already experience exterior noise levels exceeding 65 dBA CNEL (see for example the noise measurement results collected at "Site LT-20" in a residential area adjacent to the residence at 3511 Soledad Canyon Road). These already unhealthful noise levels will increase when the AVL Project becomes fully operational, yet the AVL Project does not consider noise attenuation or equivalency measures (such as the construction of "Quiet Zone" facilities) to protect noise sensitive uses in Acton. 9-6 (cont.)

The DEIR Does not Properly Address AVL Project Noise Impacts on the Community of Acton Because it Omits "Sensitive Receptors" Located Near "At-Grade" Rail Crossings in Acton.

Noise measurement data provided by the DEIR "Technical Report" reveal that "train passby" horn events significantly influence existing noise levels in residential areas adjacent to "at-grade" crossings. For instance, consider the noise measurements provided on page 146 that were collected at location LT-20 (which is in a residential area and is approximately 260 feet from the track and 650 feet from the Crown Valley Road "at-grade" crossing). The measurements at LT-20 reveal that L_{eq} values increase significantly in this residential area whenever a "passby" horn event occurs; they also reveal that the passby horn events frequently expose residents in the area to noise levels approaching 100 dBA (even at 3 AM). It is reasonable to infer from these data that residences located in the vicinity of "at grade" crossings in Acton should be identified in the DEIR as "sensitive receptors" and evaluated for potential noise impacts posed by AVL Project operations. However, the AVL Project DEIR does not identify any "sensitive receptors" in the vicinity of the Crown Valley Road "at-grade" crossing. In fact, the closest "sensitive receptor" to the Crown Valley Road "at grade" crossing that is identified by the DEIR is 3555 Seclusion Place which is located more than 1,000 feet south of the crossing. The DEIR does not even identify the residence located adjacent to site LT-20 (at 3511 Soledad Canyon Road) as a "sensitive receptor" though the residents 9-7

at this address will ***clearly*** be affected by AVL Project operations since they will increase the number of 95+ dBA noise events that these residents experience from approximately 20 per day to more than 40 per day. The DEIR also omits from the list of "sensitive receptors" all the downtown residences located north, east, and west of the Crown Valley Road "at-grade" crossing. The magnitude of this omission is demonstrated in Figure 1 which depicts the location of LT-20 and downtown Acton residences in relation to the Crown Valley Road "at-grade" crossing; it also depicts the location of the nearest "sensitive receptor" identified by the DEIR (at 3555 Seclusion Place). As shown in this figure, the DEIR omitted numerous sensitive receptors located north, east, and west of the Crown Valley Road crossing. Similar omissions were made in the vicinity of the Aliso Canyon Road "at-grade" crossing[14]. This analysis demonstrates that the DEIR substantially underreports the number of sensitive receptors that will be significantly affected by AVL Project operations in Acton, and thus substantially misrepresents significant noise impacts on the Community of Acton.

Figure 1. Residential areas adjacent to the Crown Valley Road Crossing that were Excluded as "Sensitive Receptors" in the DEIR.



9-7 (cont.)

[14] The DEIR identifies some receptors located south and east of the Aliso Canyon Road "at-grade" crossing, but it omits from the list of "sensitive receptors" residences located north and west of the crossing.

CONCLUSION

For all the reasons set forth above, the Acton Town Council respectfully requests that METRO:

1. Incorporate the recommendations set forth herein;
2. Revise the Final EIR to conclude that the AVL Project will cause significantly adverse direct and indirect noise impacts on the Community of Acton;
3. Include the construction of "Quiet Zone" infrastructure at the public "at-grade" crossings in Acton to mitigate significantly adverse noise impacts of the AVL Project.

9-8

Sincerely,

Jeremiah Owen, President
The Acton Town Council

Letter No. 9

Jeremiah Owen
Acton Town Council
P.O. Box 810
Acton, CA 93510

9-1. The comment provides an introduction to the letter identifying the Town of Acton's two notable concerns, first that the Proposed Project would double the number of trains through the Town of Acton resulting in noise impacts from an increase in the frequency of pass-by horn events, and second, that the FTA's noise impact methodology improperly underestimates noise impacts by averaging all noise events over a 24-hour period.

The noise analysis was prepared in compliance with the FTA Transit Noise and Vibration Impact Assessment guidance, which is intended to provide an objective analysis of potential noise impacts resulting from transit projects. The definition of a significant impact is determined by the FTA noise impact criteria and the Proposed Project considered noise levels reaching the "severe" criteria as a significant impact under CEQA.

The Day-Night (Ldn) noise level utilized in the Proposed Project's noise analysis, as directed by the FTA Transit Noise and Vibration Impact Assessment guidance, is a weighted average of noise levels over a 24-hour period. Noise events between 10:00 p.m. and 7:00 a.m. are increased by 10 dB to account for humans' greater nighttime sensitivity to noise. This noise metric does not "spread out" noise levels to reduce noise levels. The Ldn noise level accounts for a typical day, which includes all transit events, and allows for a comparison of the existing base line 24-hour noise condition to the 24-hour future noise condition with implementation of the Proposed Project. This is the designated noise metric of choice of FTA and other Federal Agencies (U.S Department of Housing and Urban Development, Federal Aviation Administration, and Environmental Protection Agency) for analysis of project noise at residential sensitive receptors. The use of the Ldn noise metric for the Proposed Project's noise analysis is appropriate.

Train pass-by events result in noise levels of approximately 96 dBA Lmax at 100 feet. These are instantaneous noise levels which only occur when the horn is being sounded. The Proposed Project does not propose to alter the maximum noise level of train warning horns and an instantaneous noise analysis to compare existing horn noise levels and future maximum horn noise levels is not warranted. The analysis is to determine the incremental change from the increase in frequency of trains over time and accounts for the number of train-pass by events, which includes the increase in frequency of horn noise. In order to prepare this comparison, the analysis must consider noise levels over the entirety of the day for Category 2 residential land use receptors or for a typical 1-hour period for Category 3 institutional land use receptors. This is the appropriate methodology per the FTA Transit Noise and Vibration Impact Assessment guidance.

The proposed increase in trains volumes for the segment from Santa Clarita to Palmdale would be from 10 trains to 24 trains between 7:00 a.m. and 7:00 p.m., four to seven trains between 7:00 p.m. and 10:00 p.m., and six to nine trains between 10:00 p.m. and 7:00 a.m. Although the total increase in train frequency would be from 20 trains a day to 40 trains a day, the majority of train frequency increase would be during less sensitive daytime hours (7:00 a.m. to 7:00 p.m.). Therefore, the majority of train events would not receive the extra 10 dBA penalty which is applied for the hours of 10:00 p.m. to 7:00 a.m. in the calculation of the Ldn noise level. Train trips that would occur during these hours were appropriately applied to the nighttime hours with the 10 dB penalty applied to account for nighttime sensitivity.

The comment letter asserts that the 95 dBA noise events have been averaged to make project operational noise seem less impactful. The 95 dBA noise events have not been converted into a 0.3 dBA "average" noise increase. Train pass-by events, including horn noise, were used to calculate either a project 1-hour equivalent noise level (Leq) or a 24-hour (Ldn) using formulas provided by the FTA Transit Noise and Vibration Impact Assessment guidance, as shown on pages 31 and 33 of the Noise Technical Report (Appendix I of the Draft EIR). The formula on page 31 was used to calculate noise from train operations, which calculates an operational noise level using a reference noise level with adjustments to the noise level based on speed, type of locomotive, and number of trains during the day and night, or during one hour, and the distance of the source to the sensitive receptor. The formula on page 33 was used to calculate noise from audible warnings using a reference noise level for the horn and adjustments for the number of events during the day and night, or during one hour, and the distance of the source to the sensitive receptor. The allowable increase in noise is dependent on the existing noise level of the particular sensitive receptor. The allowable increase in noise and FTA impact criteria was calculated using the existing noise level. No operational noise impacts were identified in the DEIR and mitigation, including "Quiet Zones" was not warranted.

9-2 The comment asserts that "Quiet Zone" ready infrastructure is improperly allocated along the AVL corridor and there is no basis for its installation in the City of Santa Clarita or the City of Lancaster while also claiming that the Town of Acton should receive "Quiet Zone" improvements due to perceived noise impacts the commenter identifies. Inclusion of "Quiet Zone" infrastructure in the City of Santa Clarita and the City of Lancaster was not in response to noise impacts identified in these jurisdictions but rather a matter of thoughtful infrastructure investment. The Canyon Siding Extension would include a second track through the Golden Oak Road crossing requiring a reconfiguration of the crossing as well as new crossing infrastructure to be installed. Likewise, the Lancaster Terminal Improvements would extend a tail track through the Lancaster Boulevard crossing requiring similar reconfiguration of the crossing and associated crossing infrastructure. Operational noise impacts have not been identified in either of these cities and existing noise levels are not the driving factor behind installation of the "Quiet Zone" infrastructure. During the planning and design of the Proposed Project, Metro determined that investment in "Quiet Zone" ready infrastructure at these two locations was warranted since if either jurisdiction applied for a Quiet Zone in the future, the infrastructure installed as part of the Proposed Project would be removed and replaced if not already "Quiet Zone" ready. Since no physical improvements in the Town of Acton are proposed as part of the Proposed Project, no associated Quiet Zone ready infrastructure is proposed in the Town of Acton. Although no potential impacts were

found in the Proposed Project's noise analysis, it is recommended that the Acton Town Council (ATC) address their rail noise concerns through the Quiet Zone application process. Metro provides information on Quiet Zones here: https://metrolinktrains.com/community-main/quiet-zones/. Metro also provides a link to the Federal Railroad Administration site that describes how to create a Quiet Zone: https://railroads.dot.gov/elibrary/how-create-quiet-zone.

9-3 The comment states that the noise impact analysis presented in the Draft EIR does not comply with CEQA and that the Proposed Project's noise analysis does not address noise impacts on "many 'sensitive receptors' within the Community of Acton." The noise assessment assessed the Appendix G CEQA Threshold questions for noise and vibration. The methodology and criteria were appropriate, methodically applied, and consistent with analyses prepared and approved for other similar Metro Projects. Sensitive receptors were not omitted and all sensitive receptors within the FTA screening distances of 750 feet for commuter rail mainlines and 1,600 feet for rail crossing with horns and bells were assessed. Further detail is provided in subsequent responses.

9-4 The comment letter asserts that the direct noise effects of the Proposed Project's operations were not addressed. The noise assessment does consider the "direct" effects of the Proposed Project after project implementation. The analysis included a comprehensive survey of existing noise conditions in the AVL corridor and utilized these noise levels, per the FTA methodology, to assign the appropriate FTA Noise impact criteria and allowable increase for each sensitive receptor. The model assumptions and calculations include the proposed increase in operational frequency of trains along the AVL corridor and accounts for horn noise at crossings. The analysis provides a comparison of existing noise levels and the predicted increase in noise resulting from the Proposed Project, which illustrates the "direct" effect of the Proposed Project. The analysis includes predicted increases for each sensitive receptor and the "direct" effect of the Proposed Project on each of these uses. The FTA methodology complies with CEQA. A CEQA noise analysis must evaluate an increase in ambient noise and represent the all-encompassing sound at a given place, as defined by ANSI-ASA S1.1 (Acoustical Terminology). An L_{max} value does not represent ambient noise; it represents an instant in time. "Direct effects" in CEQA does not indicate that an L_{max} is warranted for the Proposed Project's noise analysis.

The 1-hour L_{eq} and 24-hour L_{dn} noise metrics do not blend non-project noise events occurring at a different time and place, as suggested by the comment letter. The analysis considers the existing noise levels along the AVL corridor, which are presented in the form of L_{eq} or L_{dn} depending on the type of land use of the sensitive receptor. These existing noise levels include all sources of noise currently along the project corridor, as noted in Table 3.10-3 on page 3.10-7 of the Draft EIR. Existing noise sources in the Santa Clarita to Palmdale section of the alignment includes existing Metrolink AVL and freight operations and their associated horns and bells at crossing, freeway and local road traffic, and occasional aircraft flyovers. The existing noise condition provided the baseline for the noise assessment and was used to establish the allowable noise increase before an impact would occur, per the FTA Transit Noise and Vibration Impact Assessment guidance. The predicted noise increase over the existing condition was then calculated by creating a noise model, which included the operational modifications associated with the Proposed Project. These predicted noise levels were not "blended" with other sources of noise and only

include the noise resulting from operational modifications due to the Proposed Project.

The comment letter suggests that "soft ground" noise attenuation formulas were utilized for the analysis when "hard ground" should have been used in its place. The letter asserts because of this, the "direct" noise effects of the Proposed Project have been underestimated. The noted "Equation 4-19" is for distance adjustment of noise effects and not ground type. Ground factor formulas can be found on page 86 of the FTA Transit Noise and Vibration Impact Assessment guidance. As noted on page 31 of the Noise Technical Report (Appendix I of the Draft EIR), "Also included in the noise prediction calculations are adjustments for ground type (for this proposed project, hard ground is assumed)…". The correct and most conservative ground type was used for the calculations, as was requested in the comment letter.

9-5 The comment letter notes that the FTA Noise Impact Criteria have been incorrectly applied and does not match Figure 4-2 of the FTA Transit Noise and Vibration Impact Assessment guidance. The FTA Transit Noise and Vibration Impact Assessment guidance allows two options for noise criteria: Option A (Project Noise Impact Criteria Presentation) utilizes the criteria shown in Figure 4-2, which is intended for independent evaluation of project noise for new transit projects in an area without transit; and Option B (Cumulative Noise Impact Criteria Presentation) is intended for evaluating noise for existing transit systems where a Proposed Project intends to make changes to operations, such as modification to track alignments or changes in frequency of transit trips. Option B was determined to be appropriate for the Metro AVL project as the Proposed Project includes operational modifications to an existing transit line within an existing transit corridor. The allowable increases in cumulative noise levels presented in Figure 4-3, Figure 4-4, and Table 4-6 of the FTA's Transit Noise and Vibration Impact Assessment guidance are the appropriate criteria to use for the Proposed Project. The appropriate noise metrics have been used for Category 2 Residential sensitive land uses (L_{dn}) and Category 3 Institutional sensitive land uses (L_{dn}) per Table 4-3 of the FTA Transit Noise and Vibration Impact Assessment guidance. The FTA methodology and criteria for transit noise assessment have been correctly applied.

9-6 Local noise standards are typically not appropriate for assessing transit noise because they are often "brightline" thresholds which do not account for existing conditions. Oftentimes the noise standards are already being exceeded under existing conditions, which is unrelated to transit projects. For instance, Chapter 12.08 of the County of Los Angeles Municipal Code includes enforceable noise standards and limits which are "brightline" thresholds. The noise standards for residential properties are 45 dB for nighttime hours (10:00 p.m. to 7:00 a.m.) and 50 dB for daytime hours (7:00 a.m. to 10:00 p.m.). As noted by the commenter, several sensitive receptors currently are exposed to existing noise levels in excess of 70 dBA or in some areas lower than the County noise standards. The maximum noise standard established by the County Plan for residential land use areas "at any time" (65 dBA between the hours of 10:00 p.m. and 7:00 a.m. and 70 dBA between the hours of 7:00 a.m. to 10:00 p.m.) are also being exceeded in many areas under existing conditions. As such, this is the reason the FTA criteria uses a "sliding scale" for its noise impact criteria, which is based on the existing noise condition.

Similarly, the City of Los Angeles uses a threshold that functions in much the same manner. Therefore, it was determined that applying the City of Los Angeles, *L.A. CEQA Thresholds Guide* would provide a more even assessment of project noise by examining the incremental increase of noise and comparing it to a 5 dBA Community Noise Equivalent Level (CNEL) allowable increase in consideration of local standards. This allows for a more accurate assessment of incremental increases in noise in areas with both high and low levels of existing noise that are currently above or below the County of Los Angeles noise standards. The *L.A. CEQA Thresholds Guide* thresholds are more stringent than the FTA noise limits in rural areas that have less background noise than a typical urbanized setting. Therefore, for the Proposed Project, the thresholds guide have been applied along the entire AVL corridor to help evaluate noise impacts for areas with generally lower levels of existing noise. Additionally, the CNEL noise metric utilized for the *L.A CEQA Thresholds Guide* includes an additional 5 dB noise penalty for events occurring during the hours of 7:00 p.m. to 10:00 p.m. which accounts for increased sensitivity to noise during these hours. Therefore, it is more conservative than the FTA analysis and the County of Los Angeles thresholds.

Regarding the County of Los Angele's General Plan Noise Element noise goals and policies, Metro seeks to comply with the guidelines listed to limit noise impacts on sensitive uses. However, the significance threshold for determination if an impact would occur under CEQA are the FTA noise impact criteria and the *L.A. CEQA Thresholds Guide* criteria. Based on these impact criteria, which rely on existing noise conditions for their establishment, and the comprehensive noise analysis prepared for the Proposed Project, no operational impacts would occur, and mitigation measures are not required for operational noise. Notably, the Los Angeles County General Plan Noise Element points to the Los Angeles County Code for Community Noise Criteria, listed in the General Plan Noise Element in Table 11.2. The Los Angeles County Code specifically states in Section 12.08.570 that the following activities are exempt from the criteria: train horns and railroad activities. As such, applying the Noise Element requirements citing County Code criteria is not warranted for the Proposed Project. A description of applicable County General Plan Noise Element goals and policies has been included in Chapter 2.0, Corrections and Additions, of the Final EIR.

9-7 The comment states that sensitive receptors were omitted near the Crown Valley Road Grade at-grade crossing and Aliso Canyon Road at-grade crossing. Sensitive receptors within 750 feet of the tracks and 1,600 feet of grade crossings where horns would be sounded were included in the noise assessment. The noted omitted sensitive receptors near the Crown Valley Road at-grade crossing are shown in Figure 52 on page 113 of the Noise Technical Report. The noted omitted sensitive receptors near the Aliso Canyon Road at-grade crossing are shown in Figure 53 on page 114 of the Noise Technical Report. The noted sensitive receptors were not omitted and were included in the noise assessment. Metro has identified that multiple addresses listed in Table 22 of the Noise Technical Report were inaccurate or otherwise missing information which may address the commenter's assertion that sensitive receptors were omitted from the analysis. A corrected table is included in Chapter 2.0, Corrections and Additions, of the Final EIR.

9-8 The comment concludes the letter by reiterating the Acton Town Council's request that the EIR conclude that the Proposed Project would result in significant noise impacts and to mitigate said impacts by constructing "Quiet Zone" infrastructure within the Town of Acton. Unfortunately, this request cannot be accepted since this technical study did not identify significant noise impacts that warrant mitigation along the entire AVL corridor. Metro's responses to the Town of Acton's concerns are detailed in Comments 9-1 through 9-7.

COMMENT LETTER 10

---------- Original Message ----------
From: Brian Yanity [brian@railpac.org]
Sent: 8/22/2021, 6:25 PM
To: avl@metro.net
Cc: steve@railpac.org
Subject: RailPAC Comment Letter on Draft EIR for the Antelope Valley Line Capacity and Service Improvements Program

Dear Mr. Balderrama,

The Rail Passenger Association of California and Nevada (RailPAC) is a two-state organization with membership throughout California and Nevada. RailPAC is a strong advocate for an expanded comprehensive public transportation network serving the entire state of California as well as Nevada. RailPAC is an all-volunteer non-profit passenger rail advocacy group, founded in 1978.

RailPAC fully supports the three capital projects in Antelope Valley Line (AVL) Capacity and Service Improvements Program Draft Environmental Impact Report (EIR):

- Balboa Double Track Extension located in the City of Los Angeles
- Canyon Siding Extension located in the City of Santa Clarita
- Lancaster Terminal Improvements located in the City of Lancaster

10-1

The three projects assessed in the EIR will provide the capacity required to allow Metrolink to increase AVL service to all-day 30-minute bi-directional headways between Los Angeles Union Station and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028.

Upon completion, these three projects will benefit thousands of rail passengers each day on the Metrolink AVL- enabling a safer, more reliable and more frequent passenger train service, improving on-time performance and operational flexibility, while reducing the risk of train delays and operational shutdowns during routine maintenance and incidents on the AVL.

Sincerely,

Brian Yanity

Vice President- South and Board Member,
Rail Passenger Association of California and Nevada (RailPAC)
Fullerton, California

[pdf of this letter attached]

1

Letter No. 10

Brian Yanity
Rail Passenger Association of California and Nevada (RailPAC)
Fullerton, California

10-1. The comment expresses support for the Proposed Project and identifies the need for increased Metrolink service along the AVL. Metro appreciates the support and has noted the comment. No further response is required.

COMMENT LETTER 11

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

September 10, 2021

Metro Antelope Valley Line Capacity and Service Development Program DEIR Comment Letter Submitted via avl@metro.net

Thank you for the opportunity to comment on the Metro Antelope Valley Line Capacity and Service Development Program Draft EIR. On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th Supervisorial District, the Cities of Lancaster, Palmdale, and Santa Clarita located in North Los Angeles County, I am pleased to **submit this letter strongly supporting the Metro Antelope Valley Line Capacity and Service Development Program.**

With the voter approval of Measure R in 2008, Measure M in 2016, and CA SB1 in 2018, North Los Angeles NCTC Subregion was able to receive funding for critical transportation mobility projects stuck in a funding bottleneck.

Following the Northridge Earthquake in 1994, total trip time on Metrolink rail service to/from the Antelope and Santa Clarita Valley's has seen little improvement. The AVL Study clearly demonstrated that with modest investment, Metrolink service can provide the frequent transit trip to compete with the car trip on the freeway (*Metro AVL Study Metro Report, July 17,2019 Metro Planning & Programming Committee*). The Capacity and Service Development Program is vital for North Los Angeles connectivity to the greater Southern California region and beyond. 11-1

The Program will implement four strategic capital infrastructure improvements along the AVL that will unlock Metrolink's ability to run faster and more frequent service along the 76-mile alignment between the City of Lancaster in North Los Angeles County and Union Station in Downtown Los Angeles, serving rural, suburban, and urban communities including the Cities of Lancaster, Palmdale, Santa Clarita, Sylmar, San Fernando, Burbank, Glendale and Los Angeles and unincorporated communities such as Acton and Agua Dulce. Many of these areas offer important concentrations of workforce and affordable housing and include disadvantaged communities with higher-than-average transit dependency. The Program will improve service to major employment centers and other regional destinations, including Hollywood Burbank Airport, while accommodating the population and employment growth that is forecast to occur in the decades ahead.

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

The 76.6-mile long AVL is composed of 12 stations and has the third highest ridership in Metrolink's commuter rail system with approximately 7,000 passengers per weekday. Metrolink's AVL also has the longest average trip length system-wide at 42.2 miles. It is the only Metrolink route that operates entirely within LA County and it is the only high-capacity transit corridor that connects the cities of Lancaster, Palmdale, Unincorporated LA County 5th District, Santa Clarita, Burbank, Glendale and Los Angeles. The Metrolink corridor runs parallel to the 5 and 14 Freeways, providing critical congestion relief and avoiding single occupancy vehicle trips.

Due to the mountainous terrain of the northern portion of the AVL, the average speed for this line is approximately 40mph with passenger rail travel time of approximately two hours between Lancaster and LA Union Station (LAUS).

In many ways, the AVL is a model for the current regional rail system and it will play a critical role in unlocking regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program. It also faces serious physical constraints that limit its optimal performance.

The NCTC JPA members **have allocated over $116.35M in Measure M tax-payer funds toward the AVL service improvements implementation** and Metro and Metrolink jointly submitted the Antelope Valley Line (AVL) Capital and Service Improvements SB1 Transit and Intercity Rail Capital Program (TIRCP) and was awarded $110 million for the four capital projects with a total budget of $220.85M. The proposed AVL capacity increases will accelerate the timeline for higher frequency, more reliable and convenient rail transit to attract more Metrolink ridership on the AVL and provide relief for the severely congested Interstate 5 and State Route 14 corridors. 11-1 (cont.)

Demographics in North Los Angeles County

The recent Covid Pandemic highlights how all of Los Angeles County relies on the NCTC Subregions first responders and essential workers—on 24/7 shifts throughout Los Angeles County. We appreciate and are proud of our north Los Angeles County neighbors for the work they have done during the pandemic to provide essential services to keep us healthy, safe, and secure, while stocked with essential goods. Thank You!

The corridor goes through Equity Focus Communities (EFC) that based on US Census Bureau statistics and Metro demographic maps show the need for improved mobility options.

- One in three in the Antelope Valley live in Equity Focus Communities—yet Lancaster and Palmdale appear to have no projects listed in the Draft LRTP.
- Black/African American population: Lancaster 21.8 %, Palmdale 12.5%

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

- Asian population: Santa Clarita 11%
- Hispanic or Latino: Lancaster 39.7%, Palmdale 60.2%, Santa Clarita 33.5%
- Persons in Poverty: Lancaster 23.8%, Palmdale 17.3%, Santa Clarita 8.6%
- School Free/Reduced Lunch Program, Lancaster K-6 eligible: 75%
- Veterans average population in AV & SCV is 6.1%, above LA County 3.5% & CA 5.4% avg.
- Veterans average population: Lancaster 7.5%, Palmdale 5.8%, Santa Clarita 4.9%
- Persons without Health Insurance, under age 65: Lancaster 7.5%, Palmdale 10%, Santa Clarita 7.5%
- Persons 65 years and over: Lancaster 9.8%, Palmdale 18.9%, Santa Clarita 11.3%

11-1 (cont.)

In closing, on behalf of the North Los Angeles County Transportation Coalition JPA member agencies, I am pleased to **submit this letter strongly supporting the Metro Antelope Valley Line Capacity and Service Development Program.**

Sincerely,

Arthur V. Sohikian
Executive Director

Letter No. 11

Arthur V. Sohikian
North Los Angeles County Transportation Coalition JPA (NCTC)

11-1. The comment provides a statement of support on behalf of the NCTC outlining various aspects of the Proposed Project's benefit to north Los Angeles County residents. The comment goes on to state that the AVL Study demonstrates that the modest investment associated with the Proposed Project allows Metrolink to provide frequent transit service to compete with the car trips on the freeway while improving Metrolink speeds and providing improved service to major employment centers and other regional destinations in Los Angeles County. Metro appreciates the support and partnership with NCTC on the Proposed Project and associated improvement program and funding agreements. No further response is necessary.

COMMENT LETTER 12

BUILDING AMERICA®

October 15, 2021

Via email: avl@metro.net
BalderramaB@metro.net

Brian Balderrama, Director Senior
Metro One Gateway Plaza, M/S 99-17-2
Los Angeles, CA 90012

RE: Los Angeles County Metropolitan Transportation Authority Draft Environmental Impact Report: Antelope Valley Line Capacity and Service Improvements Program

Dear Mr. Balderrama:

Union Pacific Railroad Company (UPRR) submits these comments in response to the Los Angeles County Metropolitan Transportation Authority's (Metro) Draft Environmental Impact Report (DEIR): Antelope Valley Line Capacity and Service Improvements Program (Project). Metro's Project proposes the construction of three capital improvements – Balboa Double Track Extension, Canyon Siding Extension, and Lancaster Terminal Improvements – along the Antelope Valley Line (AVL) to support enhanced commuter train service between Los Angeles Union Station and the City of Lancaster. UPRR has a direct interest in the Project because it holds freight rights and operates freight service, both local and through, as a tenant railroad on the route and because it owns right-of-way in the City of Lancaster identified in the DEIR as potentially necessary for the Project.

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR also has a multitude of public private partnerships across the state, including active and planned projects with various state agencies and passenger rail partners. UPRR's network in California is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers. 12-1

The Project Objectives in the DEIR are stated as:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1120
Omaha, Nebraska 68179

Peggy Harris
General Director
Network Development

P 402-544-5448
C 402-968-6589
E peharris@up.com

The discreet projects described in the DEIR – Balboa Double Track Extension, Canyon Siding Extension, and Lancaster Terminal Improvements – are the same as those Metro originally presented to UPRR, and no additional infrastructure has been proposed to address UPRR's concerns. UPRR is therefore obligated to point out again that the three projects alone are insufficient to protect the fluidity, efficiency, and reliability of freight movement as commuter train volumes increase. 12-5 (cont.)

The Project seeks to use UPRR owned right of way to accommodate the expansion of the layover facility in Lancaster, CA. This proposal raises several operating, engineering, real estate and commercial franchise challenges. Except where UPRR has, following negotiation with the appropriate agencies, implemented significant capacity improvements and other mitigation measures to address adverse impacts to its franchise, UPRR will not allow any part of the Project to impact current or future freight service or be located on UPRR-owned property. 12-6

Acknowledging its status, while also asserting its rights, as a tenant on the majority of the route included in the DEIR, UPRR strongly encourages incorporation of the following principles: 12-7

- All Project facilities that may cross above or below AVL right of way should clear-span the property and be constructed a sufficient distance away to permit UPRR's full utilization of its freight rights.
- Any new facilities that cross the AVL right of way in relation to the Project, including new or realigned roads, should be grade-separated. 12-8
- Pedestrian crossings at station locations along the proposed shared AVL right of way should be grade separated. 12-9
- Depending on the design and proximity of the Project facilities to the AVL right of way, special conditions such as safety barriers may be required. 12-10
- It is not clear whether the DEIR has examined the impact that construction of the Program alignment may have on the future ability of cities or other road authorities to grade-separate roads that cross the AVL tracks along the route. State and federal policies encourage the elimination of railroad grade crossings for the benefit of safety and the efficient movement of trains and vehicular traffic. The design of the Project along AVL right of way under the Preferred Alternative may permanently prevent roads that currently cross the freight tracks at grade from being grade-separated in the future. UPRR recommends that an analysis be completed to determine the extent of these potential impacts and that the results be formally communicated to the respective roadway authorities who might be impacted and to UPRR. 12-11

Considering the potentially serious and detrimental impacts to UPRR operations under the Preferred Alternative, it is imperative that Metro continue working with UPRR to develop a 12-12

Project scope that addresses the concerns identified in this letter or that have yet to be identified. If Metro does select the Preferred Alternative, then Metro must provide solutions to overcome the impacts to UPRR noted above and any others UPRR identifies as the designs of the Preferred Alternative project elements are developed in more detail.

12-12 (cont.)

Thank you for considering our comments.

Sincerely,

Peggy Harris

Peggy Harris
General Director Network Development

Letter No. 12

Peggy Harris
Union Pacific Railroad

12-1 The comment provides an introduction to the letter, describes Union Pacific Railroad's (UPRR's) interests in the AVL corridor, and describes the Proposed Project objectives. No comment on contents of the EIR is provided and no further response is required.

12-2 The comment states that the AVL corridor is critical to UPRR operations and UPRR's ability to continue to move goods through the AVL corridor must be preserved during planning for the Proposed Project. Specifically, the comment states that Metro has failed to demonstrate that proposed passenger rail service increases would not significantly damage the performance of freight operations and that Metro has failed to demonstrate that the proposed schedule left sufficient time in a 24-hour period to perform routine inspection and maintenance. Metro acknowledges UPRR's interests in maintaining its operations. The rail modelling developed for the 2019 AVL Study demonstrated that the Proposed Project's service improvements could accommodate UPRR operations in designated time slots throughout the day. In addition, it is important to note that the Proposed Project would only enable the proposed service increase and ultimate schedule planning would be the responsibility of Metrolink which intends to add time slots throughout the day based on demand. Finally, UPRR still holds freight operating rights and a freight easement pursuant to the Shared Use Agreement between Southern Pacific Transportation Company and Los Angeles County Transportation Commission, dated December 16, 1992. Metrolink's service planning must accommodate these existing agreements and operating rights. Metro anticipates further coordination with UPRR and Metrolink to ensure that service planning and scheduling maintains UPRR's operating interests through implementation of the Proposed Project. Similarly, Metrolink service planning must accommodate routine inspection and maintenance activities.

12-3 The comment states that while some early engagement was conducted, UPRR was not notified by Metro of the availability of the Draft EIR despite its interests as a holder of operating rights on the corridor and owner of ROW required for implementation of the Lancaster Terminal Improvements. Metro acknowledges that since early engagement, the overall project schedule and upcoming deliverables were communicated to UPRR with a full public engagement leading up to the project scoping and release of the Draft EIR. Regardless, given UPRR's interests in the Proposed Project and status as a stakeholder with operating rights, Metro gladly accepts UPRR's comments on the Draft EIR.

12-4 The comment states that Section 3.1, Transportation, of the Draft EIR does not identify potential impacts to freight operations and does not include UPRR in Mitigation Measure **TR-2**. Metro has updated Section 3.1, Transportation, in the Final EIR to include discussion of UPRR operations, potential impacts to UPRR operations, and inclusion of UPRR in Mitigation Measure **TR-2**. Metro notes that operational impacts to UPRR are discussed in Table 3.1-12 related to the Proposed Project's consistency with the State Rail Plan.

12-5 The comment describes one of the goals of the State Rail Plan related to supporting improvements to the state rail network to help move both people and goods and states that the Proposed Project has not proposed any additional improvements to address UPRR's concerns. The capital improvements included in the Proposed Project would allow for improved performance for both commuter rail and freight operations by adding additional rail capacity. While planning for the Proposed Project assumed existing freight service levels, opportunities for future capacity and train operations on the AVL will be preserved in anticipation of UPRR potentially increasing their level of freight traffic in the future, which is consistent with state and regional objectives for shifting goods movement in favor of rail and away from over-the-road trucking. However, Metro acknowledges that with implementation of the Proposed Project, as passenger operations transition to a service plan with defined slots at regular "clockface" intervals that repeat every hour, the operating and dispatching procedures for freight trains on the AVL will need to change and freight operations will be assigned off-peak slots.

12-6 The comment states that the Proposed Project's intention to use UPRR-owned ROW presents operating, engineering, real estate and commercial franchise concerns for UPRR. The comment goes on to suggest that use of UPRR-owned ROW will not be allowed without further negotiation inclusive of additional capacity enhancements and mitigation for UPRR operations. Metro intends to continue coordinating with UPRR on the use of their ROW, service planning, as well as future improvements along the AVL. UPRR's concerns have been noted by Metro.

12-7 The comment states that UPRR asserts its rights as a tenant and encourages Metro to implement several principals, the first of which requests that any project facilities that cross above or under the AVL should clear span the ROW to allow UPRR full use of its operating rights. No project facilities that would cross above or under the AVL tracks are proposed other than potential station access at the Santa Clarita Station and the Lancaster Terminal. Under any of the station-related design options, pedestrian access would clear span the AVL tracks.

12-8 The comment requests that any project-related facilities that cross the AVL ROW, including realigned roads, should be grade separated. The Proposed Project does not include realignment of any roads or other facilities crossing the AVL ROW. The Proposed Project would make modifications to the existing Golden Oak Road and Lancaster Avenue crossings related to placement of new track through these crossings. No grade separated crossings are proposed as part of the Proposed Project other than the aforementioned potential pedestrian access design options at the Santa Clarita Station and the Lancaster Terminal.

12-9 The comment requests that pedestrian crossings at station locations should be grade separated. As mentioned, there are several design options proposed for grade separated pedestrian access at the Santa Clarita Station and Lancaster Terminal. Metro notes UPRR's request and this comment will be provided to the Metro Board of Directors for their consideration.

12-10 The comment states that special safety considerations may be required such as barriers dependent upon proximity of Proposed Project facilities to the AVL ROW. Design of the Proposed Project has not identified any locations where safety barriers may be required other than the I-5 bridge where bridge pier protection is proposed.

12-11 The comment states that the Proposed Project may result in limits on local jurisdictions' ability to grade separate rail crossings in the future. As discussed, the only crossings affected by the Proposed Project are at Golden Oak Road and Lancaster Avenue. These proposed crossings have been coordinated with the City of Santa Clarita and the City of Lancaster, respectively. There are no plans to grade separate these roadways. Grade separations on other rail crossings along the AVL would not be prohibited by the Proposed Project and infrastructure associated with the Proposed Project would be installed at discreet locations consisting of the Balboa Double Track Extension site, the Canyon Siding Extension site, and the Lancaster Terminal Improvements site.

12-12 The comment provides a conclusion to the letter and reiterates a need for Metro to continue coordination with UPRR to address the concerns identified in the comment letter. Metro looks forward to the continued coordination with UPRR. No further comment on the contents of the EIR is provided and no response is required.

3.5 RESPONSES TO INDIVIDUALS

COMMENT LETTER 13

---------- Original Message ----------
From: Wufoo [no-reply@wufoo.com]
Sent: 8/20/2021, 11:04 AM
To: avl@metro.net
Subject: AVL Service Improvements Program Comment Form [#83]

Name * Adam Spieckermann
Email *
Address Santa Clarita, CA 91355
United States

Comments

As a Santa Clarita homeowner and Metrolink user:

I support the Balboa double track extension

I support the Canyon siding extension and prefer the island platform option.

I support both the Lancaster storage track additions.

I support the Lancaster island platform with a grade crossing.

Having used other Metrolink station island platforms, I do not think a grade separated crossing is necessary to access an island platform, these proposed grade separations are a waste of money that could be better allocated to additional double track projects.

These proposed grade separations are also a waste of time, as they unnecessary delay the implementation of needed improvements with the much longer construction schedules of grade separations

13-1

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Metrolink should provide a calculation of the cumulative monetary harm imposed on the AV riders and communities by the delays caused by the longer construction schedules of these grade separations and should provide an explanation of why this monetary harm is necessary.

I approve of all the double track and siding extensions proposed in phase two of the Antelope Valley line improvements.

I strongly disapprove that this Environmental Impact Report is being performed on the antelope valley line improvements for phase one. This EIR is not required under current California law, and forcing this EIR process on these improvements delays the implementation of these improvements unnecessarily.

Delaying these improvements by doing an unnecessary and optional EIR creates a disparate impact on all Metrolink riders and future riders and negatively impacts the entire community along the AV line by needlessly delaying and denying these improvements.

13-1 (cont.)

Metrolink MUST acknowledge the negative financial disparate impacts on the communities and ridership of the AV line by deliberately delaying and denying these improvements with unnecessary and unneeded environmental reviews.

Metrolink MUST provide both a monetary calculation and a time calculation of the cumulative harms caused to the communities and riders by the unnecessary and unneeded Environmental Reviews.

Metrolink MUST provide an explanation for why they are imposing these hardships on the antelope valley line riders and communities by denying and delaying these needed improvements with unnecessary and unneeded environmental reviews.

Metrolink MUST provide an explanation for why they are taking on the legal risk of creating a disparate impact on the affected communities and groups by forcing these financial harms on these communities and groups. And Metrolink should explain how they account for the potential costs of the legal risks created by performing these unnecessary and unneeded environmental reviews that are not required under current California Law.

Letter No. 13

Adam Spieckermann

13-1. The comment expresses support for the Proposed Project and identifies the island platform design options with at-grade crossings at both the Canyon Siding Extension and Lancaster Terminal Improvements as the preferred design options. The comment continues to express that grade separated pedestrian crossings are a waste of money and unnecessarily add to construction time and costs. Metro appreciates the support for the project and notes the commenter's preference for island platforms and at-grade crossing at the Santa Clarita Station and Lancaster Station.

COMMENT LETTER 14

---------- Original Message ----------
From: Wufoo [no-reply@wufoo.com]
Sent: 7/28/2021, 10:54 PM
To: avl@metro.net
Subject: AVL Service Improvements Program Comment Form [#81]

Name * Dylan Giliberto

Email *

- Please add to email list

Address

Burbank, CA 91501
United States

Comments

Hello,

Being that this project is mainly adding double track to some sections of the existing line, I don't think there is anything of concern or to oppose in the draft EIR.

I fully support increasing service to bring trains every 30 minutes between Santa Clarita and Downtown Los Angeles. As a Burbank resident, the easiest and most convenient way to go downtown is Metrolink.

Though this is not mentioned in the EIR (as far as I can tell), I believe Metro and Metrolink should go further and add trains every 15 minutes between Burbank Airport and Downtown Los Angeles. Nearly that entire route is already double tracked, and a 15 minute frequency would make this section operate almost like a metro line. Every 30 minutes is a huge and welcome improvement over existing service already, but 15 minute service would mean you could arrive at the station without needing to check a timetable or worry about missing your train. I believe that this kind of service would attract even more riders, and would take even more cars off of the heavily congested 5 freeway that runs parallel to this section of the Antelope Valley Line. 14-1

Thank you!

Dylan Giliberto

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Letter No. 14

Dylan Gilberto

14-1. The comment supports increased service along the AVL and states that service between the Burbank Airport and Los Angeles Union Station should be increased further to 15-minute bidirectional service. The Proposed Project is only intended to enable 30-minute bi-directional service between Los Angeles Union Station and 60-minute bi-directional service between Santa Clarita and Lancaster consistent with Metro Board of Directors Motion 2019-0571. The Proposed Project's capital improvements only provide enough capacity for this level of service and more frequent service along the AVL would only be enabled by additional capital improvements which are currently not under consideration. Metro and Metrolink will continue to study and pursue ways to improve service on the AVL.

COMMENT LETTER 15

---------- Original Message ----------
From: Wufoo [no-reply@wufoo.com]
Sent: 8/17/2021, 6:14 PM
To: avl@metro.net
Subject: AVL Service Improvements Program Comment Form [#82]

Name * Numan Parada

Email *

Address

Sylmar, CA 91342

United States

Comments

To whom it may concern,

Thank you for providing this opportunity to provide input regarding improvements to the Metrolink Antelope Valley line.

I would like to provide the following suggestions:

1. Please consider building a second tunnel through the Newhall Pass. Though I believe the existing proposals will make frequent service a reality with just one tunnel, a second tunnel would provide future capacity for regional trains. 15-1

2. Add additional AV train runs in such a way that they provide synchronized transfers with Amtrak Pacific Surfliners originating and ending in San Diego, especially the final Surfliner trips for the day. The proposed infrastructure must make this possible.

Thank you once again. I look forward to seeing these much needed improvements.

-Numan Parada

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Letter No. 15

Numan Parada

15-1. The comment suggests construction of a second tunnel through the Newhall Pass to provide future regional rail capacity. The Proposed Project does not contemplate construction of a new tunnel at this location or other improvements to any tunnels along the AVL. The intent of the Proposed Project is to provide additional capacity to enable 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita, and 60-minute bi-directional service between Santa Clarita and Lancaster.

15-2 The comment suggests that AVL trains should be scheduled to synchronize transfers with Amtrak Pacific Surfliner trains at Los Angeles Union Station. One of the benefits of the Proposed Project is improved on-time performance and enabling clock-face train schedules that can be better synchronized with other regional rail services. The ultimate scheduling of AVL trains after proposed service improvements are enabled would be done by Metrolink. This comment along with all comments on the Draft EIR will be provided to Metrolink for their consideration during subsequent phases of the Proposed Project's development.

COMMENT LETTER 16

From: Robert Frampton <rvframpton@hotmail.com>
Sent: Sunday, August 22, 2021 7:40 PM
To: Brian Yanity <yanityak@gmail.com>
Subject: Re: RailPAC comment letter on AVL capacity/service improvements DEIR?

Brian,

My notes indicate that there are 4 parts to this project. I will read the DEIR to see whether it includes the Brighton to McGinley Double track.
Here are my notes:

Metrolink Antelope Valley Line, SCRRA. The draft EIR was released in July, 2021, The major capital projects that will be funded through this USDOT TIRCP grant include: 16-1

- Balboa Double Track Extension, just south of I-5/SR-14 Interchange, which will allow for additional capacity and passing;
- Lancaster Terminal Improvements, including new layover and light maintenance facilities;
- Canyon Siding Extension, which allows for additional passing in the Santa Clarita Valley area; and
- Brighton to McGinley Double Track, a key segment of the critical Brighton-to-Roxford Double Track project, which will add capacity and additional passing between Sylmar and Burbank.

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Letter No. 16

Robert Frampton

16-1. The comment summarizes the Proposed Project elements and notes the inclusion of the Brighton to McGinley Double Track segment included in the funding agreement. No further comment was provided and no response is required.

COMMENT LETTER 17

---------- Original Message ----------
From: Robert Frampton [rvframpton@hotmail.com]
Sent: 8/30/2021, 3:40 PM
To: avl@metro.net
Cc: valentinod@metro.net
Subject: Re: comment on AVL capacity/service improvements DEIR?
From: Robert Frampton <rvframpton@hotmail.com>
Sent: Wednesday, August 25, 2021 5:31 PM
To: avl@metro.net <avl@metro.net>
Cc: Brian Yanity <info@calelectricrail.org>
Subject: comment on AVL capacity/service improvements DEIR?

To: Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority

Brian,

This paragraph on pg 20 of the AVL DEIR answers the question on the Brighton to McGinley double track extension. It reads:

To achieve these service scenarios the AVL Study identified four capital improvements which were recommended for their combination of operational benefits and cost effectiveness. These capital improvements are identified in the study as the Balboa Double Track Extension, Canyon Siding Extension, Lancaster Terminal Improvements, and the Brighton to McGinley Double Track. The Brighton to McGinley Double Track improvement was approved separately as part of the Brighton to Roxford Double Track Project. This EIR assesses the three remaining capital improvements required for implementation of Service Scenarios 1, 2 and 3, as presented in the AVL Study and supported by the Metro Board. Cumulative impacts are also assessed. 17-1

Could you send me a copy of the DEIR for the Brighton to Roxford Double Track Project?

Thanks

Robert Frampton, Pasadena

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Letter No. 17

Robert Frampton

17-1. The comment reiterates the relationship between the Proposed Project and the Brighton to Roxford Double Track Project as stated in the Draft EIR and requests a copy of the Draft EIR for the Brighton to Roxford Double Track Project. The Brighton to Roxford Double Track Project received a statutory exemption under CEQA in 2020 as environmental approval. There is no EIR on record for the Brighton to Roxford Double Track Project. Additional information on the Brighton to Roxford Double Track Project can be found at https://www.metro.net/projects/brighton-to-roxford-double-track-regional-rail/.

3.6 RESPONSES TO PUBLIC HEARING COMMENTS

Public Hearing and Questions and Answers on August 18, 2021

David Hardy

PH1-1 The comment asks when the Metrolink Vista Canyon Station will open and when the existing Via Princessa Station will close. Neither the opening of the Vista Canyon Station nor the closing of the Via Princessa Station are part of the Proposed Project. Currently, the Vista Canyon Station is anticipated to open in early 2022. The City as owners of the station in partnership with Metrolink will coordinate on the possibility of station closures based on their operational needs and system planning. The Draft EIR assumed the Vista Canyon Station would be operational prior to the start of Proposed Project construction.

Andrew Buenko

PH1-2 The comment asks if there are plans to extend the AVL to Reno, Nevada. The Proposed Project does not contemplate any extension of the AVL beyond its northern terminus in Lancaster. Beyond the Proposed Project, there are no current plans to extend the AVL to Reno, Nevada

David Hardy

PH1-3 The comment states that improvements to the San Fernando Tunnel are needed, specifically adding new double track through the tunnel. The Proposed Project does not include any improvements to the San Fernando Tunnel as the capital improvements associated with the Proposed Project are intended to enable 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita, and 60-minute bi-directional service between Santa Clarita and Lancaster.

Andrew Buenko

PH1-4 The comment asks how the Proposed Project would affect the new Vista Canyon Station. The Proposed Project would have no physical impacts to the new Vista Canyon station and AVL service would include a station stop at the new Vista Canyon Station similar to Metrolink operations anticipated following completion of the Vista Canyon Station construction.

Bart Reed

PH1-5 The comment asks whether the Proposed Project includes any community betterments such as pedestrian bridges in the Balboa Double Track or Canyon Siding Extension sites. The Proposed Project does not include any pedestrian bridges or other crossings other than those associated with station access at the Santa Clarita Station and Lancaster Terminal. The design of the Golden Oak Road rail crossing has included some community-serving improvements, including pedestrian and bicycle safety improvements and high visibility crosswalks. For additional detail on proposed improvements see Chapter 2.0, Project Description of the Draft EIR.

Anjie Preston

PH1-6 The comment asks if the presentation slides from the Public Hearings would be available to review outside of the Public Hearing. The Public Hearing presentations

have been made available on the Project website at https://www.metro.net/projects/avl/#documents.

Michael Bertell

PH1-7 The comment asks if construction of the Proposed Project would be 24 hours a day. This question was answered live during the August 18th Public Hearing. At this stage of design, it is unknown what the exact construction schedule will be. As the Proposed Project proceeds through final design, additional detail on the duration and construction hours will be developed and provided to the affected communities. It is anticipated that a majority of project-related construction would be conducted during daytime work hours. There may be times when nighttime construction work would be required to avoid affecting Metrolink operations; however, the timing of such work is not known at this time.

David Hardy

PH1-8 The comment asks if there are plans to extend the AVL to Bakersfield, California. The Proposed Project does not contemplate any extension of the AVL beyond its northern terminus in Lancaster. Beyond the Proposed Project, there are no current plans to extend the AVL to Bakersfield.

Bart Reed

PH1-9 The comment requests contact information for the staff of Los Angeles County Supervisor Kathryn Barger, City of Los Angeles Mayor Eric Garcetti, and Los Angeles County Supervisor Sheila Kuehl. Contact information was provided to Mr. Reed separately. No further response is required.

Anjie Preston

PH1-10 The comment asks whether the AVL schedule would be coordinated with AVTA schedules. One of the benefits of the Proposed Project is improved on-time performance and enabling clock-face train schedules that can be better synchronized with other regional transit services. The ultimate scheduling of AVL trains after proposed service improvements are enabled would be done by Metrolink. This comment along with all comments on the Draft EIR will be provided to Metrolink for their consideration during subsequent phases of the Proposed Project's development.

Jose Ubaldo

PH1-11 The comment asks when the Proposed Project will be presented to the Metro Board of Directors for approval. This question was answered live during the August 18 Public Hearing. Metro staff presented the Proposed Project to the Metro Board in July 2019. Metro staff will go back to the Board in December 2021 with environmental findings and recommendations.

Jacqueline Ayer

PH1-12 The comment states that the noise analysis in the Draft EIR does not mention quiet zones, particularly in the Town of Acton. The Proposed Project does not propose establishment of any quiet zones along the AVL corridor, and no quiet zone infrastructure is proposed within the Town of Acton.

The comment states that the Draft EIR noise analysis ignores the Los Angeles County General Plan requirements that establish noise limits for residential uses in

the County. Please see Response to Comment 9-6 for discussion of the Los Angeles County General Plan requirements and associated daytime and nighttime noise levels discussed in the Draft EIR.

Bart Reed

PH1-13 The comment asks what the funding status is of the Proposed Project as well as the Brighton to Roxford Double Track Project. This question was answered live during the August 18 Public Hearing. As discussed, the Proposed Project is fully funded with $220 million from a combination of State grant funds and Measure M contributions from the North County Transportation Coalition. In addition, a portion of the Brighton to Roxford Double Track Project, Segment 1 Brighton to McGinley, will also be funded through this funding agreement.

Frances Sereseres

PH1-14 The comment expresses a need for improved station amenities at the Lancaster Terminal, namely new seating and additional shade structures. Though the base design does not include any changes to the Lancaster Terminal platform or station, as described in the Draft EIR's Chapter 2.0, Project Description, the three design options at the Lancaster Terminal all propose a new island platform which would include new seating and shade structures consistent with the Southern California Regional Rail Authority Design Criteria Manual.

Jacqueline Ayer

PH1-15 The comment details some of the County of Los Angeles noise standards and states that the Proposed Project exceeds the noise standards. Please see response to comment 9-6 for response to County of Los Angeles noise standards.

The comment states that the Proposed Project's noise analysis misapplies the FTA methodology by using the cumulative noise analysis methodology and that significant impacts to sensitive receivers in the Town of Acton would be identified if project noise impact criteria were used. Please see response to Comment 9-5 for discussion of FTA methodology and associated impact determinations pertaining to the Town of Acton.

The comment states that the Proposed Project would result in significant impacts in the Town of Acton and requests mitigation in the form of quiet zone establishment. Please see Response to Comment 9-2 for discussion of quiet zones.

Jacqueline Ayer

PH1-16 The comment asks for clarification on the location of any quiet zones infrastructure proposed as part of the Proposed Project. This question was answered live during the August 18 Public Hearing. As discussed during the public hearing and described in the Draft EIR, the Proposed Project does not include the establishment of quiet zones. Quiet zone-ready infrastructure would be installed at the Golden Oak Road rail crossing in the City of Santa Clarita, and the Lancaster Boulevard rail crossing in the City of Lancaster to improve the safety of a crossing where existing rail infrastructure would be affected by the Proposed Project.

Bart Reed

PH1-17 The comment asks for clarification on the size of the proposed tail tracks in the Lancaster Terminal and asks how many train sets would be accommodated by these

tracks. This question was answered live at the August 18 Public Hearing. As described in Chapter 2.0 Project Description of the Draft EIR, the proposed layover facility consists of two 500-foot tail tracks and one 1,000-foot tail track. The intent is to allow Metrolink to store up to four additional train sets at the proposed Lancaster Terminal layover facility.

Jacqueline Ayer

PH1-18 The comment asks for the location of any quiet zones proposed as part of the Proposed Project. This question was answered live during the August 18 Public Hearing. As discussed during the public hearing and described in the Draft EIR, the Proposed Project does not include the establishment of quiet zones. Quiet zone-ready infrastructure would be installed at the Golden Oak Road rail crossing in the City of Santa Clarita, and the Lancaster Boulevard rail crossing in the City of Lancaster to improve the safety of a crossing where existing rail infrastructure would be affected by the Proposed Project.

Bart Reed

PH1-19 The comment asks for clarification on train storage and mobilization discussed during the August 18 Public Hearing. This question was answered live during the August 18 Public Hearing. As discussed, mobilization of trains out of either the proposed layover facility in Lancaster or any of Metrolink's other storage facilities will be dependent upon Metrolink's scheduling, which has not been determined at this time. As discussed during the August 18 Public Hearing, Metrolink is currently engaged in modelling future service on the AVL, which includes determining the storage and mobilization schedule for future service.

Jacqueline Ayer

PH1-20 The comment asks whether impacts associated with the proposed layover facility in Lancaster are addressed in the Draft EIR. This question was answered live during the August 18 Public Hearing. As discussed, impacts associated with the proposed layover facility in Lancaster are addressed in various chapters of the EIR.

PH1-21 The comment asks for clarification on train storage and mobilization discussed during the August 18 Public Hearing. This question was answered live during the August 18 Public Hearing. As discussed, mobilization of trains out of either the proposed layover facility in Lancaster or any of Metrolink's other storage facilities will be dependent upon Metrolink's scheduling, which has not been determined at this time. As discussed during the August 18 Public Hearing, Metrolink is currently engaged in modelling future service on the AVL, which includes determining the storage and mobilization schedule for future service.

Marsha McLean

PH1-22 The comment thanks the Metro team for providing the presentation during the August 18 Public Hearing. No further comment is provided and no response is required.

Bart Reed

PH1-23 The comment asks for clarification on the extent of the Proposed Project and whether the Proposed Project includes the Town of Acton. This question was answered during the August 18 Public Hearing. As discussed, the Proposed Project includes the entire length of the AVL, including the Town of Acton to account for

impacts associated with the proposed service increase. Construction activities and associated impacts would only occur at the three capital improvement sites; Balboa Double Track Extension, Canyon Siding Extension, and Lancaster Terminal Improvements.

Jacqueline Ayer

PH1-24 The comment asks for clarification as to whether the number of trains through the Town of Acton would double. This question was answered during the August 18 Public Hearing. As stated during the hearing, the Project enables 60-minute bi-directional service along the portion of the AVL within the Town of Acton. Based on current Metrolink service levels providing 60-minute bi-directional service would double the number of roundtrip trains through the Town of Acton at full build out; however, express train trips and other train operators such as Union Pacific Railroad would maintain existing train volume and frequency.

Anjie Preston

PH1-25 The comment asks whether Metrolink will be providing express train service on the AVL anytime soon. Metrolink as service operator determines express train schedules based on demand. Inquiries can be sent to Metrolink through their online feedback form at https://metrolinktrains.com/customer-service/feedback-form/ or Call or Text: 800-371-5465.

Fred Boehnert

PH1-26 The comment asks whether end-to-end run time will decrease significantly as a result of the Proposed Project. This question was answered during the August 18 Public Hearing. As discussed, the Proposed Project is intended to improve service reliability and frequency rather than any substantial improvement in end-to-end travel time. However, it is anticipated that some travel time savings would be experienced from the additional track capacity afforded by the Proposed Project as trains would spend less time idling during an end-to-end trip

Public Hearing and Questions and Answers on August 21, 2021

Ian Pari

PH2-1 The comment asks whether the EIR includes discussion of transportation impacts to local roads associated with increased Metrolink service and traffic signal pre-emptions. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although traffic signal coordination will continue in final design. For information purposes, and as it pertains to emergency vehicle access, Section 3.1 Transportation of the Draft EIR, discusses typical delays associated with signal preemption at at-grade rail crossings along the AVL.

Matthew Pearson

PH2-2 The comment states that since the Proposed Project is exempt from CEQA other similar projects should forego preparing EIRs. Metro has noted the comment. No further response is required.

The comment states that Metrolink should consider use of diesel-multiple units for the proposed increased service. Metro has noted the comment. Use of diesel-multiple units throughout Metrolink's fleet has been a topic of study. The Proposed

Project does not preclude use of diesel-multiple units or any other locomotive propulsion technology and the ultimate fleet Metrolink employs on the AVL will be determined at a later point.

Jacqueline Ayer

PH2-3 The comment provides clarification that the Acton Town Council contacted a local engineer to conduct a separate noise analysis used in the Town's comments on the Draft EIR. No response is required.

Perias Pillay

PH2-4 The comment simply identifies the commenter as a Metro rider and occasional Metrolink rider with a general interest in transit. No response is required.

Jacqueline Ayer

PH2-5 The comment provides additional detail on the Town of Acton's separate noise assessment of the Proposed Project and reiterates the Town's assertion that the Proposed Project exceeds County of Los Angeles general plan noise standards. Please see Response to Comment 9-5 regarding FTA noise assessment methodology and Response to Comment 9-6 regarding County of Los Angeles noise standards.

4. Mitigation Monitoring and Reporting Program

4.1 INTRODUCTION

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4-1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 4-1** and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Responsible Party for Implementing Mitigation: The entity accountable for the action.
- Enforcement Agency and Monitoring Phase: The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4-1 – Mitigation Monitoring and Reporting Program

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
AESTHETICS				
AES-1	During construction in the City Santa Clarita, the perimeter of construction areas, including but not limited to, staging and laydown areas, shall be screened to shield views of construction activities from the residential neighborhood north of Santa Clara River and the Santa Clara River Trail.	Incorporate visual screening into applicable construction documents. Provide visual screening around the Canyon Siding Extension site	Construction Contractor	1. Metro 2. During Construction
AES-2	In areas where the slope ratio of the soil/rock cut slopes permits vegetation growth, plants shall be placed on the soil/rock cut slopes. The type of vegetation to be planted shall be consistent with the natural vegetation that is generally associated with the undeveloped hillsides adjacent to the rail right-of-way.	Incorporate revegetation requirements into applicable construction documents. Plant vegetation along south side of Canyon Siding Extension site following grading activities	Construction Contractor	1. Metro 2. During Construction
AES-3	During construction, nighttime construction lighting shall be directed toward the interior of the construction area and shielded with temporary construction screening to limit light spillover into adjacent areas.	Incorporate lighting, screening, and glare requirements into applicable construction documents. Direct nighttime construction lighting away from residents and provide screening as appropriate.	Construction Contractor	1. Metro 2. During Construction
BIOLOGICAL RESOURCES				
BIO-1	Vegetation removal shall be conducted outside of the bird nesting season (nesting typically occurs between February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within seven days prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified bird biologist. Conduct preconstruction surveys. Implement exclusionary buffer around identified nests. Conduct nest removal in the	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active. If work occurs on existing bridges with potential nest sites that will be removed or will have modifications to the substructure, these should be conducted between February 1 and September 30. All bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of birds until October or the completion of construction. A biological monitor shall be present during all ground-disturbing activities to ensure no impacts occur to nesting birds during nesting bird season (mid-March to mid-May), if applicable, as well as to ensure minimal impacts to other plant and animal species	event that nests are identified in the I-5 bridge substructure Monitor construction during nesting season		
BIO-2	To avoid impacts to nesting birds, Metro/ Metrolink shall submit to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) a Nesting Bird Management, Monitoring, and Reporting Plan for review and approval prior to commencement of Proposed Project construction activities during the breeding season (February 1	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified bird biologist.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

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	to August 31, and as early as January 1 for some raptors). The Nesting Bird Management, Monitoring, and Reporting Plan should include the following: • Nest survey protocols describing the nest survey methodologies including the following: o A management plan describing the methods to be used to avoid nesting birds and their nests, eggs, and chicks; o A monitoring and reporting plan detailing the information to be collected for incorporation into a regular Nest Monitoring Log (NML) with sufficient details to enable USFSW and CDFW to monitor Metro's compliance with California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513; o A schedule for the submittal (usually weekly) of the NML; o Standard buffer widths deemed adequate to avoid or minimize significant project related edge effects (disturbance) on nesting birds and their nests, eggs, and chicks; o A detailed explanation of how the buffer widths were determined; and o All measures the applicant will implement to preclude birds from utilizing project related structures (i.e., construction equipment, facilities, or materials) for nesting. • Preconstruction nesting bird surveys shall be completed within 72 hours of construction-related activities and implement appropriate avoidance measures for identified nesting birds. To determine the presence of nesting birds that the project activities may affect, surveys should be conducted beyond the Project Area - 300 feet for passerine birds and 500 feet for raptors. The survey protocols should include a detailed description of methodologies utilized by CDFW-approved avian biologists to search for nests and describe avian behaviors that indicate active nests. The protocols should include but	Prepare Nesting Bird Management, Monitoring, and Reporting Plan. Conduct pre-construction surveys		

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	are not limited to the size of the Project Area being surveyed, method of search, and behavior that indicates active nests. Each nest identified in the Project Area should be included in the NML. The NMLs should be updated daily and submitted to the CDFW weekly. Since the purpose of the NMLs is to allow the CDFW to track compliance, the NMLs should include information necessary to allow comparison between nests protected by standard buffer widths recommended for the Proposed Project (300 feet for passerine birds, 500 feet for raptors) and nests whose standard buffer width was reduced by encroachment of project-related activities. The NMLs should provide a summary of each nest identified, including the species, status of the nest, buffer information, and fledge or failure data. The NMLs will allow for tracking the success and failure of the buffers and will provide data on the adequacy of the buffers for certain species. The applicant(s) will rely on its avian biologists to determine the appropriate standard buffer widths for nests within the Project Area to employ based on the sensitivity levels of specific species or guilds of avian species. The determination of the standard buffer widths should be site- and species-/guild-specific and data-driven and not based on generalized assumptions regarding all nesting birds. • The determination of the buffer widths should consider the following factors: o Nesting chronologies; o Geographic location; o Existing ambient conditions (human activity within line of sight—cars, bikes, pedestrians, dogs, noise); o Type and extent of disturbance (e.g., noise levels and quality—punctuated, continual, ground vibrations—blasting-related vibrations proximate to tern colonies are known to make the ground-nesting birds flush the nests); o Visibility of disturbance;			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	o Duration and timing of disturbance; o Influence of other environmental factors; and o Species' site-specific level of habituation to the disturbance. Application of the standard buffer widths should avoid the potential for project-related nest abandonment and failure of fledging, and minimize any disturbance to the nesting behavior. If project activities cause or contribute to a bird being flushed from a nest, the buffer must be widened.			
BIO-3	Prior to tree removal or demolition activities, Metro/ Metrolink shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within buildings to be demolished or trees to be removed. The surveys can be conducted by visual identification and can assume presence of hoary and/or pallid bats or the bats can be identified to a species level with the use of a bat echolocation detector such as an "Anabat" unit. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the CDFW and no further mitigation is required. If roosting sites or hoary bats are found, then the following monitoring and exclusion, and habitat replacement measures shall be implemented. If bats are found roosting outside of nursery season (nursery season typically occurs between May 1 through October 1), then they shall be evicted as described below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFW) buffer zone shall be established around the roosting site within which no construction or tree removal shall occur.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified bat biologist. Conduct pre-construction bat roost surveys Perform bat roost eviction in the event roosts are identified.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

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	Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFW that allow the bats to exit the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried concurrently with any scheduled bird exclusion activities. Each roost lost (if any) will be replaced in consultation with the California Department of Fish and Game and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.			
BIO-4	A revegetation plan will be developed by a qualified biologist to guide the restoration of native vegetation temporarily or permanently impacted by project implementation.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Prepare revegetation plan.	Metrolink/Metro Project Engineer	1. Metro 2. Final Design
BIO-5	Limits of disturbance will be staked during construction activities to ensure that impacts to the Project Area are minimized, and staking will stay in place until final site stabilization.	Incorporate contractor responsibilities into applicable construction documents. Periodic site check as needed.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-6	If construction must occur during nighttime hours, lighting that produces a green colored beam with an automatic sensor shall be utilized.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction
BIO-7	Metro/ Metrolink shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to starting any Project construction and activities within and adjacent to California coastal gnatcatcher habitat. Where Project construction and activities would occur within and/or adjacent to California coastal gnatcatcher habitat, no work shall occur from February 15 through August 31. There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat. If California coastal gnatcatcher habitat is identified within the construction footprint of any of the capital improvement sites, Metro/ Metrolink shall provide compensatory mitigation for loss of any California coastal gnatcatcher habitat at no less than a 2:1. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Conduct Coastal California Gnatcatcher protocol survey Provide survey notification to USFWS Provide compensatory mitigation in the even that California coastal gnatcatcher habitat is identified within the construction footprint	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-8	Prior to Project construction activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWs within 45 calendar days following the completion of protocol-level surveys. If least Bell's vireo is detected no construction work including staging, mobilization, and site preparation, shall occur during the least Bell's vireo nesting season (April 10 to July 31). No habitat supporting least Bell's vireo shall be removed at any time. If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Proposed Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act. Metro/ Metrolink shall obtain a permit from California Department of Fish and Wildlife prior to starting any Project construction and activities.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Conduct least Bell's vireo protocol survey. Report survey results to CDFW and USFW. In the event that least Bell's vireo is present, project construction would take place during nesting season, and/or habitat would be removed, obtain CESA take authorization permit from CDFW.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
BIO-9	There shall be no impacts on western Joshua trees and seedbank. Access to the Lancaster Terminal Improvements site shall not be allowed from Yucca Avenue/West Milling Street. No activities shall occur within a 250-foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance. If necessary, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act before starting any construction and activities where impacts to the western Joshua tree and seedbank cannot be avoided.	Incorporate contractor responsibilities into applicable construction documents. In the event that, project construction must remove the western Joshua tree, obtain CESA take authorization permit from CDFW.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-10	At least one year prior to starting any Project construction and activities, qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. If a California Endangered Species Act (CESA) and/or Endangered Species Act (ESA)-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro/ Metrolink shall consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro/ Metrolink shall have a permit from CDFW and/or USFWS prior to starting any Project construction and activities. If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro/ Metrolink, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Conduct fish surveys in consultation with CDFW. In the event that CESA species are identified and impacts on habitat cannot be avoided, obtain CESA take authorization permit from CDFW. In the event that Species of Special Concern are detected, prepare and implement Fish Species Relocation Plan in consultation with CDFW.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design, at least one year prior to construction.
BIO-11	At least one year prior to starting any Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Conduct protocol surveys in	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design, at least one year prior to construction.

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to CDFW. Metro/ Metrolink shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro/ Metrolink shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback.	consultation with CDFW. In the event that unarmored threespine stickleback are detected, incorporate full avoidance measures into contractor responsibilities into applicable construction documents.		
BIO-12	During final design and at least one year prior to construction, a qualified biologist with access to the rail right-of-way, shall conduct a field assessment within the Balboa Double Track Extension and Canyon Siding Extension sites. The assessment shall include an inventory of observable plant and animal species, mapping and characterization of on-site habitats, and an evaluation of each site's potential to support special status species. Presence/absence surveys shall be conducted for special status plants, San Diego desert woodrat, coastal whiptail, western spadefoot toad, arroyo toad, silvery legless lizard, coast horned lizard, as well as small mammals, and bats. Results of the field assessment shall be provided to CDFW. In consultation with CDFW, the qualified biologist shall make recommendations for the avoidance of any identified species including but not limited to additional preconstruction surveys, capture and relocation of terrestrial species by a qualified biologist with proper scientific collection and handling permits, additional restrictions on construction equipment and/or means, and application for appropriate take authorization.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Conduct field assessment within capital improvement site ROW. Provide field assessment results to CDFW. Recommend additional avoidance measures as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design, at least one year prior to construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-13	Riparian zones within the three capital improvement sites shall be protected through control of invasive plant species. All construction vehicles and heavy equipment shall be washed (including treads, wheels, and undercarriage) prior to delivery to the Project site to minimize weed seeds entering the construction area via vehicles. Slope stabilization and replanting materials used during construction shall be certified as weed-free. Invasive plant species (such as giant reed) located on the Proposed Project site shall be removed during construction. Invasive plan species shall be removed using best management practices that contain and properly dispose of the species' seeds and plant materials (which may reproduce asexually). Transport of any invasive plant material offsite shall be stored in securely covered containers or vehicles and disposed of at facilities that shall properly eliminate the ability of these materials to grow or colonize new areas.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-14	In areas where riparian features are below upland features, a qualified biologist shall determine if any disturbance would occur in upland areas such that runoff could affect wetlands or riparian habitat. If riparian features are identified in locations that may be subject to construction-related runoff, the qualified biologist shall identify these areas, clearly delineate sensitive site conditions on-site, and recommend best management practices for the control of runoff including but not limited to • Minimizing the extent of disturbed areas and duration of exposure; • Stabilizing and protecting disturbed areas; • Keeping runoff velocities low; • Retaining sediment within the construction area; • Use of silt fences or straw wattles; • Temporary soil stabilization; • Temporary drainage inlet protection; • Temporary water diversion around the immediate work area; and • Minimizing debris from construction vehicles on roads providing construction access	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Implement run-off controls, as needed.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-15	Metro shall provide no less than 2:1 ratio for direct impacts on streams and associated riparian plant community. Metro shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2 to be determined through consultation with California Department of Fish and Wildlife and/or Department of Fish and Wildlife, as applicable.	Consult with CDFW and/or USFW on direct impact areas in streams and associated riparian plant communities. Provide compensatory mitigation in consultation with CDFW and/or USFW as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
BIO-16	Metro/ Metrolink shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed.	Incorporate contractor responsibilities into applicable construction documents. Determine number of southern California black walnut and coast live oak trees to be removed. Replace trees as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
BIO-17	Metro/ Metrolink shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro/ Metrolink shall create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation site shall also provide the same understory species as found in the impacted area.	Incorporate contractor responsibilities into applicable construction documents. Determine sensitive plant community impact acreage. Provide restoration or replacement vegetation, as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-18	To prevent inadvertent disturbance to areas outside the limits of grading, all grading shall be monitored by a biologist. A Metro-approved Project Biologist shall be contracted to perform biological monitoring during all grading, clearing, grubbing, trenching, and construction activities. The following shall be completed: • The Project Biologist shall perform the monitoring duties before, occasionally during, and after construction. The Project Biologist shall perform the following duties: ○ Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading to reduce conflict between the timing and location of construction activities and other mitigation requirements (e.g., seasonal surveys for nesting birds); ○ Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas prior to clearing, grubbing, or grading; ○ Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction with the contractor and other key construction personnel prior to clearing, grubbing, or grading; ○ Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing, grubbing, or grading; ○ Conduct a field review of the staking to be set by the surveyor, designating the limits of all construction activity prior to clearing, grubbing, or grading; ○ Be present during initial vegetation clearing, grubbing, and grading; ○ Flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush-clearing and earthmoving activities; and ○ To address hydrology impacts, the Project Biologist shall verify that grading plans include a Stormwater Pollution Prevention Plan.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified biologist. Monitor grading, clearing, grubbing, and trenching activities.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-19	To comply with the state and federal regulations for impacts to "waters of the United States and state," the following agency permits are required, or verification that they are not required shall be obtained. • The following permit and agreement shall be obtained, or provide evidence from the respective resource agency that such an agreement or permit is not required: ○ A Clean Water Act, Section 401/404 permit issued by the California Regional Water Quality Control Board (RWQCB) and the USACE for all project-related disturbances of waters of the United States and/or associated wetlands. ○ A Section 1602 Streambed Alteration Agreement (LSA) issued by the CDFW for all project related disturbances of any streambed. If required, the Streambed Alteration Agreement notification shall include the following information and analyses: 1. Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted. 2. An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity; 3. A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site; 4. A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities;	Coordinate with applicable regulatory agency(s). Prepare regulatory permit applications including LSA notification requirements. Obtain regulatory permits. Incorporate contractor responsibilities related to regulatory permit conditions into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	5. An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation; 6. Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities; 7. Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals and reintroducing native biota; 8. A complete description of routine maintenance activities that may be required for the life of the Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project; and, 9. Protocol survey results (see Mitigation Measures BIO-7 through BIO-11), including negative findings, shall be included as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species. • Documentation: Metro/Metrolink shall consult each agency to determine if a permit or agreement is required. Upon completion of the agency review of this project, the applicant shall provide a copy of the permit(s)/agreement(s), or evidence from each agency that such an agreement or permit is not required for compliance. • Timing: Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits.			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	• Monitoring: Metro shall review the permits/agreement for compliance with this condition. Copies of these permits should be implemented on the grading plans.			
BIO-20	Preconstruction surveys for protected trees (native trees four inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under any relevant tree protection ordinance, shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the relevant local jurisdiction. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the relevant local agency has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring one inch or more in diameter, one foot above the base, and shall be at least seven feet in height measured from the base.	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified arborist. Conduct preconstruction tree survey. Prepare Protected Tree Report and submit to applicable local jurisdiction. Provide replacement trees consistent with recommendations of the Protected Tree Report.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting/ Post-construction
BIO-21	Protect trees that will possibly receive impacts to the root system by restricting root cuts to the outer region of the roots using a distance formula recommended by the International Society of Arboriculture. Adjust utility relocations to avoid as many tree trunks and root clusters as possible and eliminate direct impacts/removal of trees. Hand digging the root protection zones will reduce indirect impacts to the root systems.	Incorporate contractor responsibilities into applicable construction documents. Consult on utility relocation plan set to adjust design to avoid impacts on trees.	Metrolink/Metro Project Engineer	1. Metro 2. Final Design/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-22	Provide temporary supplemental irrigation to existing trees during construction, as necessary.	Incorporate contractor responsibilities into applicable construction documents. Provide supplemental irrigation.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-23	Replace all impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols.	Incorporate contractor responsibilities into applicable construction documents. Replace and/or avoid trees as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-24	Determine proven methods of stabilizing the existing landscape to minimize disturbances beyond the area of cut and fill.	Incorporate contractor responsibilities into applicable construction documents. Implement site stabilization methods.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-25	Consider “Geo-cell” type planted retaining wall stabilization structures if they can be planted with native chaparral seed.	Incorporate contractor responsibilities into applicable construction documents. Review retaining wall design and determine locations where Geo-cell plantings can be incorporated into design.	Metrolink/Metro Project Engineer	1. Metro 2. Final Design
BIO-26	Provide compost to hold moisture in the soil. Utilize watering bags for the establishment period.	Incorporate contractor responsibilities into applicable construction documents. Use compost and watering bags during revegetation establishment	Metrolink/Metro Construction Contractor	1. Metro 2. Construction/ Post-Construction

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BIO-27	All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.	Incorporate contractor responsibilities into applicable construction documents. Reuse tree material as applicable	Metrolink/Metro Construction Contractor	1. Metro 2. Construction/ Post-Construction
CULTURAL RESOURCES				
CUL-1	Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling. Prior to issuance of grading permits, a qualified archeologist, meeting the Secretary of the Interior's Standards, shall be retained to serve as Program Archaeologist to develop and supervise the archaeological monitoring program. Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency. The Consulting Tribes shall also be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension project area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow	Retain qualified archaeologist who meets the Secretary of Interior's Standards. Prepare CRMP. Implement CRMP including WEAP training, monitoring and reporting requirements.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (8) communication/notification protocols; and (9) a description of monitoring reporting procedures. At the commencement of construction, an archaeologist shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations. The archaeological monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension capital improvement area, the archaeological monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension capital improvement area, archaeological monitoring shall be limited to ground-disturbing activities within native soil only. All archaeological monitors, working under the supervision of the Program Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. The Program Archaeologist shall have the ability to recommend, with written and photographic justification, the			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the Consulting Tribes concur with this assessment, then monitoring shall be reduced or ceased. If an inadvertent discovery of archaeological materials is made during program-related construction activities, the archaeological monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential TCRs are identified within disturbed or native sediments, the Consulting Tribes shall be notified. The procedures outlined in CRMP shall then be implemented.			
GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES				
GEO-1	Prior to the construction of the Proposed Project, Metro shall develop a geotechnical design report to address geological, seismic, and soil-related constraints encountered by the Project. The Proposed Project shall be designed based on the latest versions of local and state building codes and regulations in order to construct seismically resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, at a minimum, to the depths required by local and state jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into the final design (e.g., deep foundations, ground improvement, remove and replace) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes	Prepare final geotechnical design report. Incorporate recommendations into final design.	Lead Engineer/ Geotechnical Consultant	1. Metro 2. Final Design

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	located within earthquake-induced landslide areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and state seismic and environmental requirements.			
PAL-1	Full-time paleontological monitoring shall be implemented when Saugus Formation (QTs, Tsr), Pico Formation (Tps, Tp), Towsley Formation (Ttos), or older sedimentary deposits (Qog, Qoa) are impacted. Excavations into artificial fill (af) and younger sedimentary deposits (Qf, Qyfc, Qa, Qg) shall be initially spot-checked during excavations that exceed depths of 5 feet to check for underlying, paleontologically sensitive older sedimentary deposits. If it is determined that only artificial fill (af), modern alluvial fan deposits (Qf), younger alluvial fan deposits (Qyfc), alluvial gravel, and clay of valley areas (Qa), or stream channel deposits (Qg) are impacted, the monitoring program may be reduced or suspended.	Retain qualified paleontologist. Monitor excavation activities.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design
PAL-2	Prior to construction, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared that provides detailed recommended monitoring locations; a description of a paleontological resources worker environmental awareness program to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. A curation agreement from the NHMLA, or another accredited repository, shall also be obtained prior to excavation in the event that paleontological resources are discovered during the construction phase of the Project.	Prepare PRIMP. Implement recommendations of the PRIMP.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GREENHOUSE GAS EMISSIONS				
GHG-1	The following control techniques shall be included in project specifications and shall be implemented by the construction contractor: • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy. • Ensure that all construction equipment is properly tuned and maintained. • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators. • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Pre-Construction
GHG-2	In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with USEPA Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Pre-Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.			
HAZARDS AND HAZARDOUS MATERIALS				
HAZ-1	Prior to the start of construction, the contractor shall provide Metro/ Metrolink with an industrial waste management plan and/or a waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations or a Spill Prevention, Control, and Countermeasure Plan. These plans shall be completed to Metro/ Metrolink contractor specifications and will identify the responsible parties and outline procedures for hazardous waste and hazardous materials worker training, certifications, handling, storage, and transport during construction of the Project. The plan shall specify how the contractor will handle and manage wastes onsite, including: • Prescribe Best Management Practices (BMPs) to follow to prevent hazardous material releases and cleanup of any hazardous material releases that may occur. • Comply with the SWRCB Construction CWA Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction. During construction, the contractor shall comply with applicable federal and state regulations that consider hazardous material handling and storage practices, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.	Prepare industrial waste management plan. Implement industrial waste management plan Comply with federal and state regulations for hazardous material handling and storage.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
HAZ-2	Prior to the start of construction, the construction contractor shall retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, Groundwater Management Plan, and/or Soil, Soil Vapor, and Groundwater Management Plan. These plans shall be completed to Metro/ Metrolink's contractor specifications and submitted to Metro/ Metrolink prior to any ground-disturbing activities for the project. Alternatively, soil, soil vapor, and/or groundwater plans shall be prepared separately and then compiled together as a Soil, Soil Vapor, and Groundwater Management Plan.	Retain qualified environmental hazards consultant. Prepare Soil Management Plan. Prepare Soil Reuse Management Plan. Prepare Groundwater Management Plan or Soil, Soil Vapor, and Groundwater Management Plan. Implement applicable soil management plans.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction
HAZ-3	Consistent with Metro's standard practice, prior to the start of construction, the contractor shall provide Phase I Environmental Site Assessments (ESAs) in accordance with standard American Society for Testing and Materials (ASTM) methodologies, to assess the land use history of each parcel that would be acquired for the Project. The determination of parcels that require a Phase II ESA (i.e., soil, groundwater, soil vapor subsurface investigations) shall be evaluated after the Phase I ESAs have been completed and would be based on the results of the Phase I ESAs. Specifically, if the Phase I ESAs identify suspected contamination in the soil, soil vapor, or groundwater; a Phase II ESA shall be conducted to determine whether the suspect contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels. If the Phase II ESA concludes that the site is impacted, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) shall be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board	Prepare Phase I ESA. Prepare Phase II ESA as applicable. Incorporate contractor responsibilities associated with recommendations in the applicable Phase I and/or Phase II ESA documentation into applicable construction documents. Perform site remediation or corrective action, as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	(RWQCB), Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements shall be used for parcels where remediation or long-term monitoring is necessary.			
HAZ-4	The Balboa Double Track Extension shall be designed in accordance with the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations, as amended by the City of Los Angeles Methane Ordinance (No. 175790). Specific requirements shall be determined according to actual methane levels and pressures measured along the Affected Area, and the specific requirements shall be incorporated into the design and construction.	Verify compliance with City of Los Angeles Building Code Methane Regulations	Metrolink/Metro Project Engineer	1. Metro 2. Final Design/ Pre-Construction
HYDROLOGY AND WATER QUALITY				
WQ-1	During construction, Metro/ Metrolink shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as they relate to project construction activities within the Balboa Double Track Extension, Canyon Siding Extension, and/or Lancaster Terminal Improvements sites. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor for each capital improvement shall implement all required aspects of the SWPPP during project construction.	Incorporate contractor responsibilities into applicable construction documents. Prepare and submit Notice of Intent. Prepare SWPPP. Implement SWPP. Prepare and submit Notice of Termination.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
WQ-2	Metro/ Metrolink shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit) and NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (NPDES No. CAS000004), as applicable. This post-construction requirement shall apply to each of the capital improvement sites. Metro/ Metrolink shall prepare a final Low Impact Design (LID) report in accordance with the applicable local LID Manual. These include the City of Los Angeles Planning and Land Development Handbook for Low Impact Development, May 9, 2016 and the County of Los Angeles Department of Public Works Low Impact Development Standards Manual, February 2014. The LID report shall identify the required BMPs to be in place prior to project operation and maintenance.	Incorporate contractor responsibilities into applicable construction documents. Prepare LID report.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
WQ-3	In the event that groundwater is encountered during excavation, the construction contractor for each capital improvement site where groundwater is present shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), or NPDES General Permit for Limited Threat Discharges to Surface Waters (Order No. R6T-2014-009, NPDES Permit No. CAG996001) as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents. Obtain dewatering permits as applicable	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
WQ-4	In the event that groundwater is encountered during excavation associated with Canyon Siding Extension, the contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Santa Clarita, respectively.	Incorporate contractor responsibilities into applicable construction documents. Obtain dewatering permits as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
WQ-5	Metro/ Metrolink shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Incorporate contractor responsibilities into applicable construction documents. Prepare industrial SWPPP.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
NOISE AND VIBRATION				
NV-1	Metro/ Metrolink's contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro/ Metrolink prior to initiating construction. Where the construction cannot be performed in accordance with the local noise ordinances construction noise standards, the contractor would investigate alternative construction measures that would result in lower sound levels. The noise limits for each	Incorporate contractor responsibilities into applicable construction documents. Prepare Noise Control and Monitoring Plan. Implement Noise Control and Monitoring Plan.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase

jurisdiction are shown in the following table, NV-1 Noise Limits.

NV-1 Noise Limits

Land Use	Noise Limit – Daytime [1] L_{eq} (dBA)	Noise Limit – Nighttime L_{eq} (dBA)
Any Residential – City of Los Angeles	Ambient +5 dBA	Ambient +5 dBA [2]
Single-Family Residential – Santa Clarita and Lancaster	75 [2]	60 [2, 3]
Multi-Family Residential – Santa Clarita and Lancaster	80 [2]	64 [2, 3]
Commercial	85 [2]	n/a [4]

[1] Daytime is defined as follows:
Los Angeles: 7 am – 9 pm (Mon-Fri), 8 am – 6 pm (Sat)
Santa Clarita: 7 am – 7 pm (Mon – Fri), 8 am – 6 pm (Sat)
Lancaster: 7 am – 8 pm (Mon – Sat)
[2] L.A County Code Limit
[3] Recommended limit if written permission is allowed for work outside of the "Daytime" defined hours
[4] Commercial properties are not typically sensitive at night.

The contractor would conduct noise monitoring to demonstrate compliance with contract noise limits. Noise-reducing methods that may be implemented by Metro/ Metrolink include:

- If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to achieve noise levels as close to the nighttime limits of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards as possible.
- Use specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers.
- Locate equipment and staging areas away from noise-sensitive receivers.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers, noise control curtains, and/or noise enclosures. This approach can be particularly effective for stationary noise sources such as compressors and generators. These methods may not be effective for elevated receivers; blocking line-of-sight is necessary.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Avoid impact pile driving where possible. Where geological

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	conditions permit, the use of drilled piles or a vibratory pile driver is generally quieter. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools. • Where possible, minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead. • If all conventional noise control measures cannot achieve the noise levels of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards and unavoidable excessive exceedances of the noise limits are predicted, Metro/ Metrolink shall offer to temporarily relocate residents to a hotel. The Noise Control Plan shall define excessive exceedance of the noise limits and shall be approved by Metro/ Metrolink.			
NV-2	Specific measures to be employed to reduce or mitigate construction vibration impacts shall be developed by the contractor and presented in the form of a Vibration Monitoring Plan as part of the Noise Control Plan. Measurements shall be taken during peak vibration generating construction activities, and the results must be submitted to Metro/ Metrolink on a weekly basis. The following precautionary vibration mitigation strategies should be implemented to minimize the potential for damage to any structures and annoyance to occupants in the Project area: • **Alternative Construction Procedures**: If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.	Incorporate contractor responsibilities into applicable construction documents. Prepare Vibration Control Plan. Implement Vibration Control Plan.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	• **Occupant Temporary Relocation.** When construction or demolition must occur very close to the receiver, other less conventional vibration reduction techniques shall be employed. A vibration disturbance coordinator shall be established for affected sensitive occupants regarding vibration annoyance. Vibration levels shall be monitored at the affected uses to determine if vibration levels exceed the vibration annoyance criteria of 0.016 inches per second at residential uses and 0.022 inches per second at commercial uses during construction activity. If construction vibration results in exceedances of the vibration annoyance criteria, occupants shall be temporarily relocated to a hotel during construction times when vibration will be the greatest and most intrusive. Construction activities in non-residential areas shall be scheduled during non-operational hours of commercial uses.			
TRANSPORTATION				
TR-1	During the final engineering phase and at least 30 days prior to construction of each capital improvement, a construction Traffic Management Plan (TMP) shall be prepared by the contractor for each capital improvement including the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster. Each TMP shall be reviewed and approved by Metro/ Metrolink, City of Los Angeles, City of Santa Clarita, City of Lancaster, and Caltrans, where applicable. The TMP shall identify proposed detour routes and construction traffic routes, including haul truck routes and preferred delivery/haul-out locations and hours. Lane and/or road closures shall be scheduled in consultation with the local public works departments associated with each capital improvement site to minimize disruptions to community traffic. The nearest local fire responders shall be notified, as appropriate, of traffic control plans, and lane and/or road closures as well as detour routes	Incorporate contractor responsibilities into applicable construction documents. Prepare a TMP. Implement TMP during construction.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	and construction vehicle routes shall be coordinated with fire responders to minimize disruptions to emergency response routes. The TMP shall identify pedestrian and bicycle circulation and access detours in and around the affected stations, as well as temporary bus stop locations and signage, as applicable.			
TR-2	During final engineering design and prior to construction, Metro shall establish rail operating agreements and/or memoranda with Metrolink and Union Pacific Railroad (UPRR) to outline mutually agreed upon work windows and contractor operating restrictions. Such agreements shall identify performance objectives such as maximum allowed dwell times and/or on-time performance requirements to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications) and implemented to maintain the mutually agreed upon performance objectives during construction. Prior to construction, Metro/ Metrolink and the construction contractor shall prepare detailed construction phasing plans for each phase of construction that identify appropriate means and methods to maintain mutually agreed upon on-time performance objectives while minimizing impacts on pedestrians and passengers at Santa Clarita Station and/or Lancaster Terminal. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to establish temporary construction detours for passengers at the Santa Clarita Station and Lancaster Terminal that correspond to detailed construction phasing plans to minimize impacts on passenger transfer times. Detailed construction phasing plans shall be deemed acceptable by Metrolink prior to commencement of construction activities that could affect regular Metrolink operations. Throughout the duration of construction, Metro/ Metrolink shall solicit UPRR's participation, as-needed, in construction	Establish rail operating agreement with Metrolink and UPRR. Prepare construction phasing plans. Establish passenger detours. Conduct as needed construction coordination meetings with Metrolink and UPRR.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	coordination meetings to evaluate the efficiency of the measures in place and Metro/ Metrolink and the construction contractor shall implement changes to means and methods during construction to ensure the performance objectives are maintained at an acceptable level throughout construction.			
TRIBAL CULTURAL RESOURCES				
TCR-1	Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling. In addition to the Program Archaeologist and archaeological monitor, a Native American monitor from the Consulting Tribes shall be retained to monitor earth-moving activities. Native American monitoring shall be conducted on a rotational basis between the Consulting Tribes (Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation) during these construction activities, and attendance is ultimately at the discretion of the Consulting Tribes. Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency and Consulting Tribes. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description	Retain Consulting Tribal Monitor(s) for all ground disturbing activities as defined in Mitigation Measure**TCR-1**. Incorporate Native American Monitoring requirements into the CRMP. Implement CRMP Native American Monitoring requirements.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (9) communication/notification protocols; and (8) a description of monitoring reporting procedures. At the commencement of construction, Native American representatives from the Consulting Tribes shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations. The Native American monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the Native American monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension capital improvement area, Native American monitoring shall be limited to ground-disturbing activities within native soil only. A sufficient number of Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	If an inadvertent discovery of archaeological materials is made during program-related construction activities, the Native American monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist, Lead Agency, and Consulting Tribes shall be notified regarding the discovery. The procedures outlined in CRMP shall then be implemented.			

SOURCE: Terry A. Hayes Associates Inc., 2021.

APPENDIX A

2021 Public Hearing Summary Report

Los Angeles County
Metropolitan Transportation Authority

2021 Public Hearing Summary Report

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM



Metro

September
2021

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1. Overview

1.1. Project Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing improved service frequency and reliability to the commuter rail service along the existing 76.6-mile-long Antelope Valley Line (AVL) passenger rail corridor between Los Angeles Union Station (LAUS) in the City of Los Angeles to Lancaster Terminal in the City of Lancaster. The rail service is intended to meet the mobility needs of residents, employees, and visitors throughout the region. The AVL plays a critical role in connecting communities in North Los Angeles County to Los Angeles Union Station and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent commuter rail services to improve regional connectivity, and accessibility by enabling a 30-minute bi-directional passenger rail service from Los Angeles Union Station (LAUS) to Santa Clarita Valley, and a 60-minute bi-directional service to Lancaster Station along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

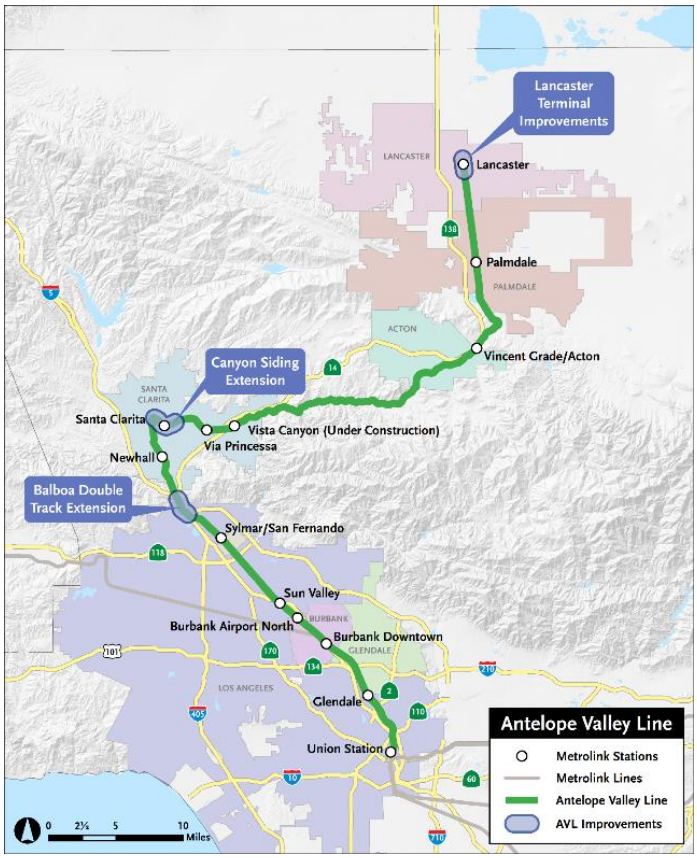
Three proposed new capital improvement projects are under study in this current effort that would help support increased Metrolink commuter rail service along the AVL. These three construction projects are as include:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.

- *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
- *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

> **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.



- *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
- *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.

- *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

1.2. Release of Draft Environmental Document

Metro released an initial Notice of Completion (NOC) and Notice of Availability (NOA) on July 28, 2021 to initiate a 45-day public review and comment period for the Draft Environmental Impact Report (DEIR) (Appendix A.1). The Draft EIR describes the proposed project, environmental consequences, and avoidance, minimization, and/or mitigation measures. Supporting technical studies for the Draft EIR have also been prepared and include Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality.

The Draft EIR document for the proposed project was made available for public review and comment from July 28, 2021 to September 10, 2021 at ten locations accessible to the public. As part of the comment period, Metro hosted two virtual public hearings on Wednesday, August 18, 2021 and Saturday, August 21, 2021 attended by 56 participants in total. To promote public safety and reduce the spread of COVID-19, the public hearings were held virtually via Zoom platform.

Table 1. List of Locations for Public Review of Draft EIR

#	*Draft EIR Locations*
1.	Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2.	Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
3.	Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
4.	San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
5.	Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
6.	Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
7.	Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
8.	Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)
9.	Also on file at: Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012)
10.	*Digital copy available at: AVL Project website: metro.net/avl*

The Project Team is currently evaluating feedback received on the Draft environmental document and supporting technical studies. Each comment received will be documented in the Final EIR. The Project Team is also including written responses to comments raising significant environmental issues in the Final EIR, which is anticipated to be released in late 2021.

1.3. Purpose and Organization of the Draft EIR Outreach Summary Report

The purpose of this summary report is to document the required and supplemental outreach activities conducted leading up to the release of the Draft EIR and related public notification efforts. The report is organized in four sections including Overview, Notification of Public Hearings and Outreach Activities, Stakeholder Briefings and Overview of Virtual Public Hearings and Format.

In addition to documenting outreach activities, this report also captures all public comments received from the release of the Draft EIR from July 28, 2021 to September 10, 2021. During the 45-day comment period, project stakeholders were provided the ability to submit comments in a variety of methods including via postal mail, Metro's online comment form, email, helpline, and during the virtual public hearings on August 18, 2021 and August 21, 2021.

2. Notification of Public Hearings and Outreach Activities

2.1. Notice of Availability (NOA) Distribution

Metro released the Notice of Availability (NOA) for the project on July 28, 2021. The NOA was filed with the California State Clearinghouse by the technical team. Hard copies of the NOA were distributed via postal mail to agency stakeholders who submitted a comment during public scoping and property owners and occupants located along the three project improvement areas. Agency stakeholders that did not have an address listed in the project database were provided a copy of the NOA via email. The postal mailing and emailing distribution lists are available in Appendix A.2.

2.2. Public Notification

Arellano Associates (AA) on behalf of Metro utilized a variety of notification methods to communicate the release and availability of the Draft EIR and to encourage participation in the public hearings. These notification methods included print (direct mail, print ads, legal newspaper notices), electronic (eblasts and social media), meeting notices, advertising, and extended outreach. Notification tools and materials were provided in English, Spanish, and Armenian. AA distributed notices to the project database as well as to occupants and property owners located within the three under study in this EIR as well as around several other additional Metrolink Stations along the AVL, including the Burbank Airport Station, Downtown Burbank Station, Glendale Station, Sun Valley Station, Sylmar/San Fernando Station, Los Angeles Union Station.

The northern portion of the AVL Corridor received targeted door-to-door distribution of notices to specific communities that sought door-to-door notification, in addition to the newspaper ads, mailers around each of three proposed projects. This Study also benefited from the active engagement of all cities within the jurisdiction of the AVL, and particularly the Northern Corridor cities where two of the three newly proposed project improvements under study will be located.

AA ran parcel data for property owners and occupants located around the three proposed improvement areas and around additional Metrolink stations along the AVL. Parcel data around the improvement areas (Lancaster Terminal and CP Canyon) was extended beyond the 500-foot buffer to ensure full neighborhood blocks, communities and neighboring destinations were included in the notification process. Maps for the three improvement areas can be found in Appendix B.1.

Additionally, AA updated the database used during scoping in preparation for the public hearing meeting notification. The project database continues to serve as the key resource for all public notification of community meetings. The database consists of key stakeholders which include agencies, businesses, elected officials, community organizations and groups, and interested parties. Public notification efforts such as direct mail, distribution of eblasts, and SMS/MMS texts were conducted through the project database.

The postal meeting notice was produced in English and Spanish and provided an overview of the project, highlights of the proposed improvements, a project map, and details on how to provide public comments during the DEIR 45-day public review period (Appendix B.2). A total of 2,381 notices were mailed to both the project database and property owners and occupants; 125 notices were mailed to contacts within the project database and the remaining 2,256 were mailed to property owners and occupants (Appendix B.3).

2.3. Door-to-Door Notification

Consistent with the scoping phase, targeted door-to-door noticing was conducted in the Town of Acton per local stakeholders' request to further increase awareness about the Draft EIR and the public hearings. A full-color flyer was produced in English and Spanish, and included a brief description of the project, an invitation to the community meetings, and information on how to submit a comment on the Draft EIR (Appendices B.4). A total of 10,000 notices were distributed via door-to-door canvassing using the same distribution boundaries as used during scoping. A map capturing the distribution boundaries is included as Appendix B.5.

2.4. Legal Print Notices and Newspaper Advertisements

Legal print notices were used to support the release of the NOA and increase awareness of the virtual public hearings. Legal notices were published in several different languages, including in local English, Spanish, and Chinese media newspapers. Metro published the NOA starting July 28, 2021 in the local newspapers listed below. Copies of each advertisement can be found in Appendix C.1.

Table 2. List of Legal Print Notice Publications

#	Publication	Language	Publish Date
1.	Antelope Valley Journal	English	07/30/21
2	Antelope Valley Press	English	07/28/21
3.	Armenia Media Network	Armenian	07/31/21
4.	Burbank Independent	English	07/29/21
5.	Chinese Daily News/World Journal	Chinese	08/03/21
6.	Daily News Los Angeles	English	07/28/21
7.	El Sol del Valle de San Fernando	Spanish	07/29/21
8.	Glendale News-Press	English	07/31/21
9.	La Opiníon	Spanish	07/28/21

10.	The San Fernando Valley Sun	English	07/29/21
11.	The Santa Clarita Valley Signal	English	07/28/21

In addition to publishing the NOA in several newspapers, Metro also ran print newspaper advertisements in two newspapers – La Opiníon (Spanish) and the Antelope Valley Press (English). The ¼ page community friendly newspaper advertisements ran as display ads to further increase project awareness and promote participation in the public hearings (Appendices C.2 and C.3).

Table 3. List of Print Newspaper Advertisements

#	Publication	Language	Publish Date
1.	Antelope Valley Press	English	08/16/21
2.	La Opiníon	Spanish	08/15/21

2.5. E-blasts

Metro alongside AA prepared and distributed a total of 8 e-blasts using the Constant Contact platform. These eblasts were sent to contacts with email addresses from the project database. The initial eblast provided a reminder about the proposed project under study and asked stakeholders if they wanted to sign up to receive SMS/MMS mobile text alerts on the project. The second eblast was sent on July 28 to correspond with the release of the NOA. The remaining eblasts were sent to notify stakeholders of the public hearings and remind them to review the Draft EIR and submit comments prior to the September 10th deadline. Open rates for each of the eblast campaigns are noted on the table below. Each of the eblasts transmitted for the project received an above average open rate that well exceeded the 17 percent industry average. Copies of the e-blast notices can be found in Appendices D.1 to D.9.

Table 4. E-blast Distribution

#	E-blast Subject	Date Sent	Emails Sent	Open Rate
1.	SMS/MMS Text Opt-in Eblast	07/21/21	280	32%
2.	Initial meeting invitation	07/28/21	291	30%
3.	Meeting Reminder #1	08/04/21	305	27%
4.	Meeting Reminder #2	08/13/21	306	32%
5.	Meeting Reminder #3	08/18/21	305	27%
6.	Meeting Reminder #4	08/20/21	305	29%
7.	Thank you for Attending	08/27/21	325	29%
8.	Reminder of Public Comment Period	09/07/21	343	26%
9.	Last Chance to Provide Comments	09/10/21	343	23%

2.6. Social Media Posts and Paid Advertisements

Metro created two event pages on Facebook, one per meeting, to support promotion of the virtual public hearings. Meeting event posts were shared on Metro's Facebook page on July 29 (Appendix E.1). Additionally, tweets were posted on Metro's Twitter page on August 1, 11, 16, and 18 2021 (Appendix E.2) to further promote the meetings. Paid Facebook and Instagram ads also ran between August 12 and 21.

Table 5. Social Media Posts

Social Media Platform	Date of Post	Metrics
Facebook	07/29/21	4,100 reach, 7 shares, 33 likes
Twitter	08/01/21	33 likes, 11 retweets
Twitter	08/11/21	12 likes, 5 retweets
Twitter	08/16/21	32 likes, 12 retweets, 4 comments
Twitter	08/18/21	15 likes, 5 retweets, 1 comment

2.7. Blog Publications and Press Release

Metro also led efforts in promoting the meetings by preparing a blog post for The Source in English and El Pasajero in Spanish (Appendices E.3 and E.4). Both blog posts were published on July 28, 2021 to coincide with the release of the NOA and the start of the Draft EIR public comment period.

In addition, Metro Media Relations and Metrolink prepared and distributed a joint press release to further promote the release of the DEIR and the public hearings (Appendix E.5).

2.8. Project Website

The project webpage (metro.net/AVL) was updated in advance of the NOA release and the virtual public hearings and included project documents, the latest information on the project as well as public hearing details. Two events were created and added to the Metro meeting and events calendar. The website also included instructions on how to submit comments on the Draft EIR via email, phone, and direct mail. A comment form was also available on the project webpage for comment submittal.

The NOA and Draft EIR were available on July 28, 2021 via the project's webpage allowing users the ability to review materials prior to the public hearings and immediately provide comments. Information on how to attend the virtual August public hearings was also accessible on the webpage. The hearing details included links to join virtually via Zoom on either the August 18 or August 21 public hearing, as well as regular telephone call-in options and additional information on how to join with Spanish or Armenian interpretation. The presentation slides for the public hearings in English, Spanish, and Armenian were also publicly available starting on August 18, 2021 via the project website prior to the meeting start time. Additionally, the presentations in English, Spanish, Armenian were also posted inside the two "live" virtual Zoom meeting rooms to ensure ease of access of all materials and presentations both within the virtual meeting room setting as well as outside of the virtual meeting room (via the posting of all files to Metro's project website).

2.9. SMS/MMS Texting Campaign

AA initiated an SMS/MMS texting campaign using EZ Texting's messaging platform to further promote the meetings and to reach out to those who signed up to receive text message alerts on the project. Similar to the two public hearings offering telephone (non-internet based) public participation options, the texting campaign provided an additional option to connect stakeholders who are not digitally connected or find text messages more convenient. Four SMS/MMS text messages were sent; they provided a brief description of the project, link to the project website, deadline to submit a public

comment on the Draft EIR, and an invitation to the meetings. The initial message was sent on July 28 to coincide with the release of the NOA and the start of the public comment review period (Appendix F).

Table 6. SMS/MMS Distribution

SMS/MMS Text Messages	Date of Transmission
Release of NOA	07/29/21
Invite to August Public Hearings	08/09/21
Reminder to Attend August Public Hearings	08/18/21
Thank You for Attending our Public Hearings	09/07/21

2.10. Earned Media/Extended Outreach and Communications Toolkit

A communications toolkit comprising of copy-ready text, graphics and links with details about the virtual public hearings (Appendix G.1) was developed in advance of the public hearings. The toolkit was distributed on August 3, 2021 to 122 contacts via Constant Contact, and included a range of key stakeholders, city staff, county departments, businesses, chambers of commerce and community groups. Each contact was encouraged to share the toolkit content onto their websites, newsletters, eblasts and social media platforms to expand the project reach. In addition, the toolkit included digital meeting notices/flyers in English/Spanish and English/Armenian. Print versions of the public hearing flyers were also made available upon request.

AA followed up with several stakeholder organizations to ensure they received the communications toolkit and encourage them to share the public hearing information with their members (Appendix G.3). Some of those groups promoted the public hearings information on their personal communication platforms. Copies of the posts can be found in Appendix G.4.

Additionally, Metrolink promoted the release of the DEIR and public hearings via digital signage at Metrolink stations withing the project corridor. Digital notifications began on July 28 and concluded on August 21, 2021.

3. Stakeholder Briefings

3.1. Project Development Team Meetings

The Project Development Team (PDT) was first convened prior to the pre-scoping phase of project on May 27, 2020 and met six times during the development of the Draft EIR. The PDT provided valuable insight to the project team and provided a forum for the early feedback and input on the proposed improvements. Highlighted in the table below are examples of the types of agencies and attendees at the PDT meetings.

Table 7. Highlights of AVL Project Development Meeting Attendees

Agency/Organization	
Acton Town Council	Los Angeles County Public Works
Antelope Valley Transit Authority	Los Angeles County Supervisor Kathryn Barger
AVS Consulting Inc.	Los Angeles Department of Transportation
California High Speed Rail Authority	LOSSAN Rail Corridor Agency
Caltrans	Metro Board of Directors
City of Burbank	Metrolink
City of Glendale	Metrolink Board of Directors
City of Lancaster	North Los Angeles County Transportation Coalition
City of Los Angeles	Office of City of Los Angeles Councilmember Paul Krekorian
City of Palmdale	Office of City of Los Angeles Council President Nury Martinez, District 6
City of San Fernando	Office of City of Los Angeles Councilmember Monica Rodriguez, District 7
City of Santa Clarita	Office of Los Angeles County Board of Supervisors Hilda Solis, First District
City of Santa Clarita Transit	Office of Los Angeles County Board of Supervisor Kathryn Barger, Fifth District
Los Angeles County	Office of Los Angeles Mayor Eric Garcetti

3.2. Additional Stakeholder Briefings

In addition to the PDT meetings, individual stakeholder meetings were held to increase awareness, provide status updates and address potential issues and concerns. Highlighted below are the types of briefings that took place between scoping and the release of the Draft EIR.

Table 8. Highlights of Additional Stakeholder Briefings

Agency/Organization	Briefing Date
Gabrieleno Band of Mission Indians – Kizh Nation	12/17/20
Santa Ynez Band of Chumas Indians	2/1/21
Fernandeño Tataviam Band of Mission Indians	8/31/21
California Department of Fish and Wildlife	9/09/21
CPUC	3/12/21
Caltrans	4/29/21
Union Pacific Railroad (UP)	01/15/21 09/23/21
City of Santa Clarita	2/18/21
City of Lancaster	1/19/21 (also with CAHSR, SCRRA, NCTC) 2/11/21
Town of Acton, North County Transportation Coalition, LA County 5th District Supervisor Staff on	10/14/21

Additionally, basic project updates and/or announcements regarding the Draft EIR availability and public hearings were shared with Metro Service Councils, Metro Community Advisory Council, North Los Angeles County Transportation Coalition JPA (NCTC), Transit and Transportation Management organizations, and with other interested stakeholders and organizations.

4. Overview of Virtual Public Hearings and Format

Metro hosted two public hearings for the release of the Draft EIR. Public hearings were held on Wednesday, August 18, 2021 from 6 p.m. to 7:30 p.m. and Saturday, August 21, 2021, from 11 a.m. to 12:30 p.m. To promote safety during the COVID-19 pandemic, the public hearings were held virtually in the form of Zoom webinars with additional options to participate directly via telephone. Meeting dates and times were selected to maximize participation from residents, businesses and community stakeholders across the project area. Simultaneous interpretation in Spanish and Armenian was offered for both meetings. Multilingual presentations in English, Spanish and Armenian were available to the public prior to the meeting via the project webpage and during the meeting within the virtual meeting room (Appendix H.1). A court reporter was also available to capture the official record of the meeting, including public comments. Meeting transcripts are included in the appendix (Appendices H.2 and H.3).

Each virtual public hearing began with a welcome and team introductions followed by a presentation and a public comments session. Ms. Danielle Valentino, Metro Community Relations Manager, facilitated the webinar and led introduction of the panelist. Mr. Brian Balderrama, Project Manager and Deputy Executive Officer for Metro Regional Rail, provided an overview of the project, Mr. Eric Banghart, Principal Project Manager for Mott McDonald, presented the technical elements of the project while Mr. Peter Feldman, Senior Environmental Planner for Terry A. Hayes Associates, Inc., presented the environmental impacts and associated mitigation strategies of the project.

Ms. Valentino facilitated the Public Comment Session and provided step-by-step information on how to provide formal comments on the Draft EIR. Participants had 2-minutes to provide their comments. A total of 56 attendees participated across both virtual public hearings. Collectively, public hearing participants submitted nine oral public comments and 12 questions were asked via the Q&A function.

4.1. Public Comments

A total of 58 comments submissions from 34 individuals, agencies and organizations were received for the Draft EIR. Most of the comments received were submitted via email. Several of the comment themes touched on service frequency, environmental, transit connections, safety, engineering design, Metrolink operations and amenities.

All comments and correspondences were recorded and saved in the Antelope Valley Line Capacity and Service Improvements Program Comment Log & Issues Matrix. Appendix I.1 provides a record of the public comment matrix with all written and oral comments submitted within and following the comment period. The table below provides a list of names who provided a comment during this period.

Table 9. Public Commenters List

#	Name	Agency / Organization / Affiliation
Within Comment Period		
1.	Dylan Gilberto	Stakeholder
2.	Jonathan P. Canuela	California Natural Resources Agency
3.	Numan Parada	Stakeholder
4.	David Hardy	Stakeholder
5.	Andrew Buenko	Stakeholder
6.	Anjie Preston	Stakeholder
7.	Jay Fuhrman	LA Metro
8.	Michael Bertell	LA Metro
9.	Jose Ubaldo	LA Metro
10.	Jacqueline Ayer	Acton Town Council
11.	Marsha McLean	City of Santa Clarita
12.	Fred Boehnert	Stakeholder
13.	Bart Reed	Transit Coalition
14.	Frances Sereseres	Stakeholder
15.	Adam Spieckermann	Stakeholder
16.	Perias Pillay	Southern California Transit Advocates
17.	Ian Pari	City of Santa Clarita
18.	Matthew Pearson	Stakeholder
19.	Robert Frampton	Stakeholder
20.	Brian Yanity	Rail Passenger Association of California
21.	Ruby Kwan-Davis	California Department of Fish & Wildlife
22.	Joseph Sanders	California Highway Patrol
23.	Bianca Enciso	California Highway Patrol
24.	Larissa De La Cruz	City of Lancaster
25.	Arthur V. Sohikian	North Los Angeles County Transportation Coalition
26.	Matthew Cervantes	California Public Utilities Commission – Rail Crossings and Engineering Branch)
27.	Joel Bareng	City of Santa Clarita
28.	Arnold Hackett	Metrolink
29.	Anthony Higgins	Caltrans
30.	Jose Dennis Alabaso	California Abilities Network
Additional Comments on Draft EIR		
31.	Abu Yusuf	Los Angeles County Department of Public Works
32.	Rudy Campos	Stakeholder
33.	Peggy Harris	Union Pacific
34.	Jairo F. Avila, M.A., RPA	Fernandeño Tataviam Band of Mission Indians, Tribal Consultation



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDICES



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX A

NOTICE OF AVAILABILITY (NOA)

APPENIDX A.1
NOA

APPENIDX A.2

NOA DISTRIBUTION LIST

APPENDIX A.1

NOA

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report

PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program

SCH NUMBER: 2020109001

FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.

 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.

 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
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PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.

- Improve passenger service reliability and efficiency on the AVL rail corridor.

- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.

- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation

measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: **Wednesday, August 18, 2021**
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Date: **Saturday, August 21, 2021**
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

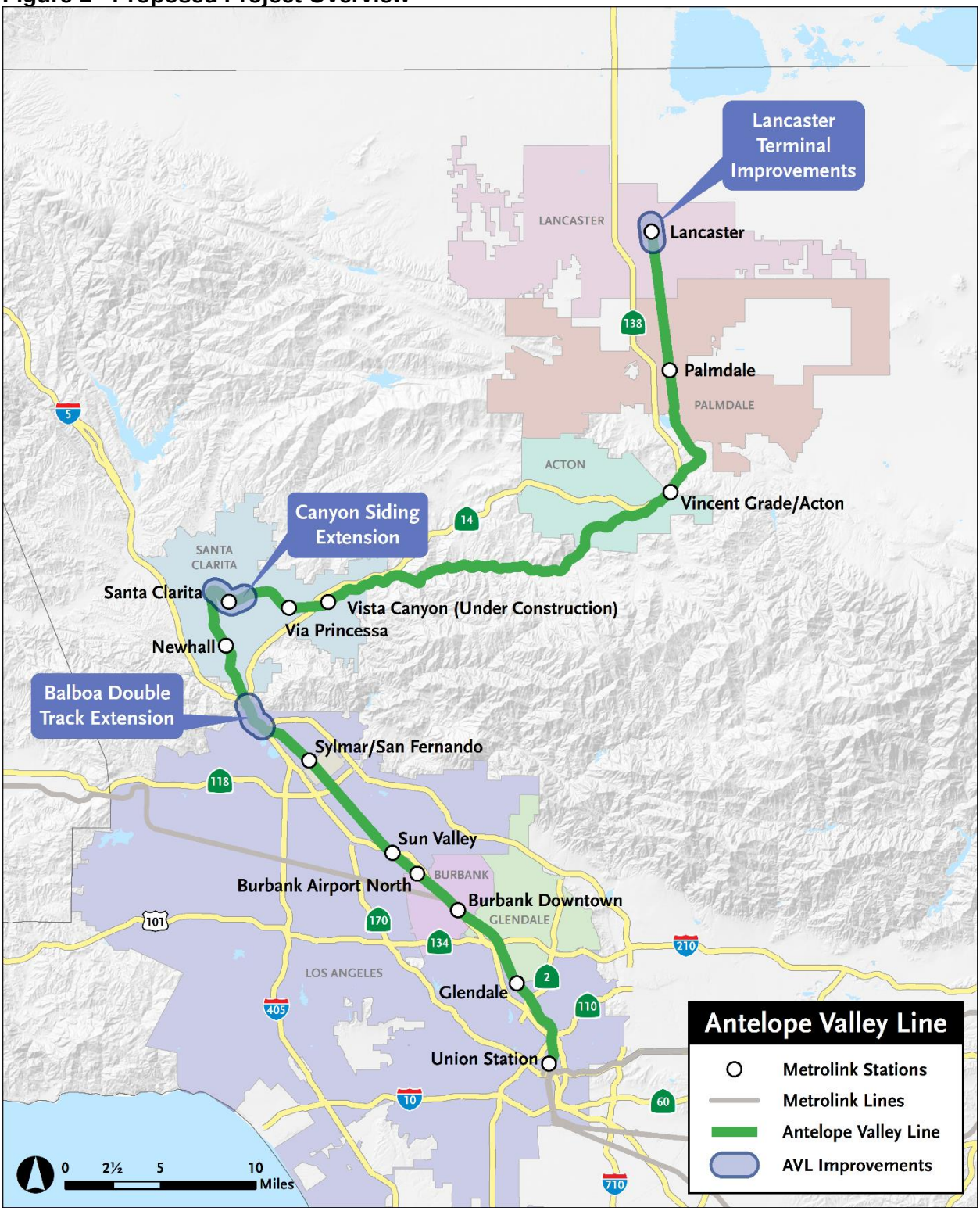
DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)

- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



APPENDIX A.2
NOA DISTRIBUTION LIST

Ronda Perez
41301 12th Street West
Palmdale, CA 93551

Victoria Tang
4665 Lampson Avenue
Los Alamitos, CA 90720

Andrew Valand
4665 Lampson Avenue
Los Alamitos, CA 90720

Mark Hardyment
2627 North Hollywood Way
Burbank, CA 91505

Mark Dahlquist
4388 Granite Ridge South
Ashton, ID 83420

Stephen Valenziano
27651 Lincoln Place, Suite 200
Santa Clarita, CA 91387

Andrew Salas
P.O. Box 393
Covina, CA 91723

Andrew Green
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

Paul Dyson
P.O. Box 22344
San Francisco, CA 91506

Lorenzo Mutia
8400 Snowden Avenue
Los Angeles, CA 91402

Trudy Doyle
2121 West Avenue J 12
Lancaster, CA 93536

Arthur Sohikian
44933 N Fern Ave
Lancaster, CA 93534

Anthony Higgins
100 South Main Street, MS 16
Los Angeles, CA 90012

Ruby Kwan-Davis
4665 Lampson Avenue
Los Alamitos, CA 90720

Joel Bareng
23920 Valencia Blvd
Santa Clarita, CA 91355

Jeremiah Owen
P.O. Box 810
Acton, CA 93510

Jacqueline Ayer
P.O. Box 810
Acton, CA 93510

Jorge Leandros Tovar
PO Box 2753
Downey, CA 90242

Ulises Gonzalez
38250 Sierra Highway
Palmdale, CA 93550

SCOTT & MICHELLE MITTELMAN
27041 TIMBERLINE TER
VALENCIA, CA 91381

ELIZABETH R & JAMES I MATHISEN
1660 RIVERSIDE DR
LOS ANGELES, CA 90031

STUDIO CAPITAL CORPORATION
1034 SEWARD ST
LOS ANGELES, CA 90038

TED S & PAMELA A SAKAIDA
PO BOX 7412
VAN NUYS, CA 91409

BARBARA WERTH
26810 TRIUMPH AVE
CANYON COUNTRY, CA 91387

JOSEPH B FISCHER
12365 TIARA ST
NORTH HOLLYWOOD, CA 91607

BARRY L KING
26839 TRIUMPH AVE
CANYON COUNTRY, CA 91387

WORLD STATUS LLC
7317 RESEDA BLVD
RESEDA, CA 91335

MANUEL ESCALANTE INC
12538 WOODLEY AVE
GRANADA HILLS, CA 91344

GLORIA G PITT
529 COLONIAL PARK DR
SANTA ROSA, CA 95403

HENRY & LOUISE ARKLIN
26000 SPRINGBROOK AVE 215R
SAUGUS, CA 91350

Z G J DEVELOPMENT
136 EL CAMINO DR
BEVERLY HILLS, CA 90212

ALLIED WASTE INDUSTRIES INC
PO BOX 29246
PHOENIX, AZ 85038

SANTA CLARITA CITY
23920 VALENCIA BLVD #304
SANTA CLARITA, CA 91355

MAG CANYON LLC
1910 1ST ST
SAN FERNANDO, CA 91340

L A CITY DEPT OF WATER AND POWER
PO BOX 51111
LOS ANGELES, CA 90051

METROPOLITAN WATER DIST
PO BOX 54153
LOS ANGELES, CA 90054

CURRENT OCCUPANT
15050 SAN FERNANDO RD
MISSION HILLS, CA 91342

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15022 SAN FERNANDO RD
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SYLMAR, CA 91342

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14950 SAN FERNANDO RD
SYLMAR, CA 91342

RODEO LAND CO
22500 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

SANTA CLARITA CITY
23920 VALENCIA BLVD #300
SANTA CLARITA, CA 91355

LAKE WATER AGENCY CASTAIC
PO BOX 903
SANTA CLARITA, CA 91380

SANTA CLARITA L L C
15290 N 78TH WAY #B204
SCOTTSDALE, AZ 85260

PERRICONE HERITAGE PROPERTIES LLC
PO BOX 21845
LOS ANGELES, CA 90021

CREATIVE YEARS NURSERY SCHOOL LLC
21710 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

SANTA CLARITA REAL ESTATE HOLDINGS LLC
23464 GLENRIDGE DR
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CAMARILLO, CA 93010

SAUGUS WAREHOUSE LLC
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LADERA RANCH, CA 92694

GOLDEN PACIFIC HOLDINGS LLC
21616 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BETTY J OLDFIELD
27441 CLEARLAKE DR
CANYON COUNTRY, CA 91387

CLARITA TRIANGLE LLC
3807 SIERRA HWY #215
ACTON, CA 93510

JAMES B KNOLES
21700 DOSS PL
SANTA CLARITA, CA 91350

JOSE A MONTENEGRO PENAGOS
21702 DOSS PL
SANTA CLARITA, CA 91350

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BEVERLY HILLS, CA 90212

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25011 RIVER WALK LN
STEVENSON RANCH, CA 91381

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DELANO, CA 93215

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SANTA CLARITA, CA 91350

ANNE C CABAHUG
21708 MALDEN ST
CANOGA PARK, CA 91304

DEBORAH R PAULSEN
21897 PROPELLO DR
SANTA CLARITA, CA 91350

HENRY RODRIGUEZ
25060 AVENUE STANFORD #235
VALENCIA, CA 91355

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21840 MOVEO DR
SANTA CLARITA, CA 91350

GODFREY L ANANDAN
21836 MOVEO DR
SANTA CLARITA, CA 91350

DEBRA E MCCLENDON
3304 FERN AVE
PALMDALE, CA 93550

YOUSSEF BRADY
21828 MOVEO DR
SANTA CLARITA, CA 91350

EVAN B JONKER
24855 QUIGLEY CANYON RD
NEWHALL, CA 91321

MICHAEL T PIERCY
21820 MOVEO DR
SANTA CLARITA, CA 91350

ALMUMIN H MASSEY
21816 MOVEO DR
SANTA CLARITA, CA 91350

ROSA ESTRADA
21812 MOVEO DR
SANTA CLARITA, CA 91350

JONATHAN D ABIOG
21808 MOVEO DR
SANTA CLARITA, CA 91350

MARILYN MENDOZA
21804 MOVEO DR
SANTA CLARITA, CA 91350

DEREK K KHUTH
21800 MOVEO DR
SANTA CLARITA, CA 91350

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21811 MOVEO DR
SANTA CLARITA, CA 91350

ALEJANDRO & ARIEL M MUNOZ
21815 MOVEO DR
SANTA CLARITA, CA 91350

GREGORY L & MICHELLE J GARVIN
21819 MOVEO DR
SANTA CLARITA, CA 91350

RAHEEL & NATASHA ANWAR
21843 MOVEO DR
SANTA CLARITA, CA 91350

NANCY GRAGG
21847 MOVEO DR
SANTA CLARITA, CA 91350

TAK C LI
1890 SUNKIST ST
UPLAND, CA 91784

SUMIT & PRATIKSHA SUNDRIYAL
21855 MOVEO DR
SANTA CLARITA, CA 91350

NENITA P TOLENTINO
21879 MOVEO DR
SANTA CLARITA, CA 91350

CHRISTIAN & JENNIFER ABAPO
21883 MOVEO DR
SANTA CLARITA, CA 91350

LEA A DYER
21887 MOVEO DR
SANTA CLARITA, CA 91350

CHARLES A & CINDY V VERGEL DE DIOS
21901 PROPELLO DR
SANTA CLARITA, CA 91350

NEWTON T & PRISCILLA MAGUWUDZE
21905 PROPELLO DR
SANTA CLARITA, CA 91350

GUI RU & REN WEI ZHENG
17168 GERMAIN ST
GRANADA HILLS, CA 91344

JAFEE R ABITANG
21913 PROPELLO DR
SANTA CLARITA, CA 91350

ALFONSO J & LISA M CORO
21917 PROPELLO DR
SANTA CLARITA, CA 91350

RYAN R & MAYRA A HALVORSEN
21921 PROPELLO DR
SANTA CLARITA, CA 91350

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WENDY ST CLAIR
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SANTA CLARITA, CA 91350

CECILIA & ARMANDO SANDOVAL
21892 PROPELLO DR
SANTA CLARITA, CA 91350

JOSEPH B MERCADO
21880 PROPELLO DR
SANTA CLARITA, CA 91350

EDUARDSON O & HAIZEL H MARQUEZ
21884 PROPELLO DR
SANTA CLARITA, CA 91350

DENNIS M BATTITORI
21888 PROPELLO DR
SANTA CLARITA, CA 91350

MICHAEL HALCOVICH
21868 MOVEO DR
SANTA CLARITA, CA 91350

KAMBIZ VALAFAR
21864 MOVEO DR
SANTA CLARITA, CA 91350

KARIN HAULE
21860 MOVEO DR
SANTA CLARITA, CA 91350

RTA PROPERTIES LLC
27704 AVENUE SCOTT
VALENCIA, CA 91355

VERONICA B EDMOND
21852 MOVEO DR
SANTA CLARITA, CA 91350

MIRALUNA & JERALD M ALEJANDRIA
21848 MOVEO DR
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21925 PROPELLO DR
SANTA CLARITA, CA 91350

WILLIAM D MCKARGE
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SANTA CLARITA, CA 91350

CHRISTIAN E & KATHERINE SIOCO
21933 PROPELLO DR
SANTA CLARITA, CA 91350

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SANTA CLARITA, CA 91350

REGINALD C & M PATRICIA S MARINAS
21941 PROPELLO DR
SANTA CLARITA, CA 91350

ARVIN B ASUNCION
2714 ARBOR LN
ONTARIO, CA 91762

SHANE VALENCIA
8051 KATHERINE AVE
PANORAMA CITY, CA 91402

BEN C & ERLITS C GALINDO
21953 PROPELLO DR
SANTA CLARITA, CA 91350

ROGER J HO
21957 PROPELLO DR
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JORA & MARIA AMIRKHANIAN
21961 PROPELLO DR
SANTA CLARITA, CA 91350

ROBERT J & CYNTHIA F DORFMANN
27943 SECO CANYON RD
SANTA CLARITA, CA 91350

TIMOTHY A MCINTYRE
21969 PROPELLO DR
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CARL M KING
21891 MOVEO DR
SANTA CLARITA, CA 91350

GREGORY VERBECK
21895 MOVEO DR
SANTA CLARITA, CA 91350

MOHAMMED A & SHAHANARA B MINHAZ
24992 SOUTHERN OAKS DR
STEVENSON RANCH, CA 91381

MICHAEL G DE BIE
21919 MOVEO DR
SANTA CLARITA, CA 91350

MARIA SANCHEZ
21923 MOVEO DR
SANTA CLARITA, CA 91350

LINN G & TRACY MELVIN
21927 MOVEO DR
SAUGUS, CA 91350

PHILLIP & PAOLA MALINOSKI
21931 MOVEO DR
SANTA CLARITA, CA 91350

ROBERT K MACHARIA
21943 MOVEO DR
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BRUCE R & DAUN M MUIR
21947 MOVEO DR #293
SANTA CLARITA, CA 91350

BRETT SUSNITZKY
21951 MOVEO DR
SANTA CLARITA, CA 91350

CYNTHIA E LEJEUNE
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SANTA CLARITA, CA 91350

AGNES D & ERICSON FUGEN
21888 MOVEO DR
SANTA CLARITA, CA 91350

FRANCISCO R & CECILIA G GOMEZ
21884 MOVEO DR
SANTA CLARITA, CA 91350

MIRIAM HA
5873 SATURN ST
LOS ANGELES, CA 90019

WILLIAM V WILLIAMS
23129 8TH ST
NEWHALL, CA 91321

STEPHEN M DUNKLE
21872 MOVEO DR
SANTA CLARITA, CA 91350

TRITIA A GESTUVO
21916 MOVEO DR
SANTA CLARITA, CA 91350

SOHEIL BOROUSHAKI
21912 MOVEO DR
SANTA CLARITA, CA 91350

FRANK O & KIMBERLY L MARTINEZ
21908 MOVEO DR
SANTA CLARITA, CA 91350

AILYNE HORST
21904 MOVEO DR
SANTA CLARITA, CA 91350

JERRY L & SUSAN E BUCKLEY
21900 MOVEO DR
SANTA CLARITA, CA 91350

SHARLA K CAMPFIELD
21896 MOVEO DR
SANTA CLARITA, CA 91350

STEVEN C KASSEL
26266 PRIMA WAY
SANTA CLARITA, CA 91350

KRISTIN D & DAVID T BLY
26264 PRIMA WAY
SANTA CLARITA, CA 91350

SARAH HOLMES
26262 PRIMA WAY
SANTA CLARITA, CA 91350

MICHELLE ZHAO
26260 PRIMA WAY
SANTA CLARITA, CA 91350

LANCE MORRISON
26256 PRIMA WAY
SANTA CLARITA, CA 91350

PRIMA WAY PROJECT I LP
26254 PRIMA WAY
SANTA CLARITA, CA 91350

WILLIAM CABE
26241 PRIMA WAY
SANTA CLARITA, CA 91350

STEVEN L GIZZI
26243 PRIMA WAY
SANTA CLARITA, CA 91350

RACHEL J LOTUACO
13032 ANGELES TRAIL WAY
SYLMAR, CA 91342

MARK L WARE
26247 PRIMA WAY
SANTA CLARITA, CA 91350

DENNIS MOLINA
21748 PROPELLO DR
SANTA CLARITA, CA 91350

MELVIN & PIA VIRAY
21738 PROPELLO DR
SANTA CLARITA, CA 91350

HSIN WEI TSAI
21742 PROPELLO DR
SANTA CLARITA, CA 91350

ROBERT S & CASEY E BUSTLE
21728 PROPELLO DR
SANTA CLARITA, CA 91350

JEFFERY D SNELL
9838 NEVADA AVE
CHATSWORTH, CA 91311

CRISMELITO & LUCILA CRUZ
21734 PROPELLO DR
SANTA CLARITA, CA 91350

ZHU MA
21720 PROPELLO DR
SANTA CLARITA, CA 91350

MARK ODLE
21724 PROPELLO DR
SANTA CLARITA, CA 91350

TERESITA K YAO
21712 PROPELLO DR
SANTA CLARITA, CA 91350

JESSICA C BODAN
21716 PROPELLO DR
SANTA CLARITA, CA 91350

TIMOTHY J & AUTUMN R MAHONY
21700 PROPELLO DR
SANTA CLARITA, CA 91350

ANNA & VERA BEKETOVA
21704 PROPELLO DR
SANTA CLARITA, CA 91350

CARL P & PATRICIA A OLSON
PO BOX 800849
SANTA CLARITA, CA 91380

MARISOL O HERNANDEZ
21745 BENE DR
SANTA CLARITA, CA 91350

JOHN & REBECCA TORRES
21749 BENE DR
SAUGUS, CA 91350

KAREN S THOMAS
21753 BENE DR
SANTA CLARITA, CA 91350

JOHN KONG
11116 WILDFLOWER RD
TEMPLE CITY, CA 91780

ALEX F & JULIETA B KIRKPATRICK
PO BOX 3424
BURBANK, CA 91508

JAMES & LAURA RENE
21973 PROPELLO DR
SANTA CLARITA, CA 91350

LORENA GONZALEZ
21977 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON & LANA NUEMAN
21981 PROPELLO DR
SANTA CLARITA, CA 91350

RAFFI & NINA KAZANJIAN
21985 PROPELLO DR #171
SANTA CLARITA, CA 91350

MICHAEL RICANOR
21989 PROPELLO DR
SANTA CLARITA, CA 91350

NEIL F GRAF
21991 PROPELLO DR
SANTA CLARITA, CA 91350

HEATHER L & FRANK T HERRERA
21995 PROPELLO DR
SANTA CLARITA, CA 91350

JESSICA & JESSICA MICCICHE
23802 VALLEY OAK CT
SANTA CLARITA, CA 91321

MELINDA R RUB
22003 PROPELLO DR
SANTA CLARITA, CA 91350

TODD LOMBARDO
22007 PROPELLO DR
SANTA CLARITA, CA 91350

JUAN A ARENAS
22011 PROPELLO DR
SANTA CLARITA, CA 91350

MARK A & ERIKA J DELA PENA
22015 PROPELLO DR
SANTA CLARITA, CA 91350

GEORGE WEBJE
11041 ELIZABETH LAKE RD
LEONA VALLEY, CA 93551

JOE E & MARLENE N BARNES
9160 STEPHENSON LN
HEMET, CA 92545

BRIAN D & SHAWNA A LUBS
22027 PROPELLO DR
SANTA CLARITA, CA 91350

KRISTEN L MAYER
22031 PROPELLO DR
SANTA CLARITA, CA 91350

STEVEN J COFIELD
22035 PROPELLO DR
SANTA CLARITA, CA 91350

ANA VEGA
22039 PROPELLO DR
SANTA CLARITA, CA 91350

JOSEPH S & JENNY Y PARK
22043 PROPELLO DR
SAUGUS, CA 91350

JASON & MARIE GASTELUM
22047 PROPELLO DR
SANTA CLARITA, CA 91350

ERIC PRITCHETT
22051 PROPELLO DR
SANTA CLARITA, CA 91350

YOLANDA JOHNSON
22055 PROPELLO DR
SAUGUS, CA 91350

ARMANDO S & CRISTINA M VERGARA
22059 PROPELLO DR
SANTA CLARITA, CA 91350

MICHAEL O & MIGUEL M YATCO
22063 PROPELLO DR
SANTA CLARITA, CA 91350

JUMEL B & ODETTE I DAQUIOAG
22067 PROPELLO DR
SANTA CLARITA, CA 91350

FELICIANO PEREZ
22071 PROPELLO DR
SANTA CLARITA, CA 91350

SAM T HO
22075 PROPELLO DR
SAUGUS, CA 91350

ALEXEY & ALEVTINA LI
22079 PROPELLO DR
SANTA CLARITA, CA 91350

DAIN & JOY BECKFORD
22083 PROPELLO DR
SANTA CLARITA, CA 91350

RYAN & AUDREY FITZGERALD
22087 PROPELLO DR
SANTA CLARITA, CA 91350

MILTON & CLAUDIA I MARISCAL
21940 MOVEO DR
SANTA CLARITA, CA 91350

KIMBERLY A LAURITSEN
21123 CIMARRON WAY
SANTA CLARITA, CA 91390

CYNTHIA E LATA
21932 MOVEO DR
SANTA CLARITA, CA 91350

ROD DAVIDO
1718 N EDISON BLVD
BURBANK, CA 91505

FRANCISCO J & NEDRA A GUERRERO
21924 MOVEO DR
SAUGUS, CA 91350

KARIN M ZBINDEN
21928 MOVEO DR
SANTA CLARITA, CA 91350

JOSEPH & MARHARYTA LEVINE
21955 MOVEO DR
SANTA CLARITA, CA 91350

SUNG HYOK CHUN
21959 MOVEO DR
SANTA CLARITA, CA 91350

MIHAI D BORBELY
21963 MOVEO DR
SANTA CLARITA, CA 91350

PAUL KOLKER
21863 MOVEO DR
SANTA CLARITA, CA 91350

NICHOLAS P & LAURA C MARTIN
21971 MOVEO DR
SAUGUS, CA 91350

JILL R MEER
21964 MOVEO DR
SANTA CLARITA, CA 91350

JUAN C RODRIGUEZ
21960 MOVEO DR
SANTA CLARITA, CA 91350

J AARON DULLAS
21956 MOVEO DR
SANTA CLARITA, CA 91350

SHAWN & NATALIE MITCHELL
21952 MOVEO DR
SANTA CLARITA, CA 91350

DAVID S & JULIANA V PETERS
21948 MOVEO DR
SANTA CLARITA, CA 91350

SADDANATHAPILLAI & BHARATHY NESARAJAH
23712 OAKHURST DR
SANTA CLARITA, CA 91321

STEPHANIE M JUDSON
21990 MOVEO DR
SANTA CLARITA, CA 91350

RAMESH N VARRE
21986 MOVEO DR
SANTA CLARITA, CA 91350

LUIS A FARFAN
16107 KNAPP ST
NORTH HILLS, CA 91343

JUAN & ERICKA A SAGASTUME
21978 MOVEO DR
SANTA CLARITA, CA 91350

KARLA FISCAL ZATARAIN
21972 MOVEO DR
SANTA CLARITA, CA 91350

JEANETTE LEWIS
21968 MOVEO DR
SANTA CLARITA, CA 91350

NICHOLAS A & ALEX GILINETS
27305 W LIVE OAK RD #A607
CASTAIC, CA 91384

JONNIE ADJEI
22010 MOVEO DR
SANTA CLARITA, CA 91350

LUKE & MORIAH MONTILLA
22006 MOVEO DR
SANTA CLARITA, CA 91350

VIRGIL M & ELAINE A BASA
22002 MOVEO DR
SANTA CLARITA, CA 91350

BEATRICE C GARCIA
21998 MOVEO DR
SANTA CLARITA, CA 91350

JOSEPH D & KAITLY GRAVNING
21994 MOVEO DR
SANTA CLARITA, CA 91350

JAMES & BRENDA PICCIRILLO
27366 CHESHIRE LN
VALENCIA, CA 91354

KATHLYN E O SHEA
22034 PROPELLO DR
SANTA CLARITA, CA 91350

CRAIG I & JULIA W MYLES
19030 HAMLIN ST #3
RESEDA, CA 91335

JOHN J & MARIELA E DEMAIO
22026 PROPELLO DR
SANTA CLARITA, CA 91350

MATTHEW CRAWFORD
22022 PROPELLO DR
SANTA CLARITA, CA 91350

KEVIN BEHNKE
22018 PROPELLO DR
SANTA CLARITA, CA 91350

RAHA YAVARI
24530 TOWN CENTER DR
VALENCIA, CA 91355

MARIA L LEGASPI
2701 SMOKEY MOUNTAIN DR
OXNARD, CA 93036

BRYANT P WIECZOREK
26244 PRIMA WAY
SANTA CLARITA, CA 91350

DENILSON R DIAS
26242 PRIMA WAY
SANTA CLARITA, CA 91350

JOSEPH A & JASMIN BUNAO
26240 PRIMA WAY
SANTA CLARITA, CA 91350

DONALD E WILLIAMS
21705 BENE DR
SANTA CLARITA, CA 91350

RAFAEL MACIAS
29284 MISSION TRAIL LN
VALENCIA, CA 91354

MARTIN TATE
21713 BENE DR
SANTA CLARITA, CA 91350

DIANISHA & BARRY REEVES
21717 BENE DR
SANTA CLARITA, CA 91350

ANDRE C ROBERTS
21721 BENE DR
SANTA CLARITA, CA 91350

MICHAEL S & LEANG KIM TAING
21725 BENE DR
SANTA CLARITA, CA 91350

CHRISTOPHER BELFOUR
21729 BENE DR
SANTA CLARITA, CA 91350

EVELYN HAMALAINEN
21733 BENE DR
SANTA CLARITA, CA 91350

RUBEN I & BLAZY S ALDANA
21737 BENE DR
SANTA CLARITA, CA 91350

ANNMARIE R & BRYAN M CARNEY
21741 BENE DR
SANTA CLARITA, CA 91350

MARIA L ESPINAS
22082 PROPELLO DR
SANTA CLARITA, CA 91350

JOHN W OGDEN
22078 PROPELLO DR
SANTA CLARITA, CA 91350

ANDREA R & JAVIER PRECIADO
22074 PROPELLO DR
SANTA CLARITA, CA 91350

MATTHEW CAVIN
22070 PROPELLO DR
SANTA CLARITA, CA 91350

DANIEL R FRANKEL
22066 PROPELLO DR
SANTA CLARITA, CA 91350

JACK D GARBETT
22062 PROPELLO DR
SANTA CLARITA, CA 91350

LILIBETH S LOREZCO
22058 PROPELLO DR
SANTA CLARITA, CA 91350

DANNIELLE D LOCKE
PO BOX 802041
SANTA CLARITA, CA 91380

BRIAN T & JOLIE T LISENBY
22091 PROPELLO DR
SANTA CLARITA, CA 91350

RICARDO V & JO RIZZA T BERMILLO
22095 PROPELLO DR
SANTA CLARITA, CA 91350

ERICK N HUSTAD
22099 PROPELLO DR
SAUGUS, CA 91350

SOM A AUEPONGPAN
26535 OAK TERRACE PL
VALENCIA, CA 91381

LUIS & LESLIE HERMOSILLO
22107 PROPELLO DR
SANTA CLARITA, CA 91350

BRENT M & VICTORIA PASCHKE
22111 PROPELLO DR
SANTA CLARITA, CA 91350

MARILOU CALICA
22115 PROPELLO DR
SANTA CLARITA, CA 91350

KEONNA N GREEN
22119 PROPELLO DR
SANTA CLARITA, CA 91350

DANIEL & ELYSSA A ARROYO
22123 PROPELLO DR
SANTA CLARITA, CA 91350

AUGUSTINE M SMITH
21805 PROPELLO DR
SANTA CLARITA, CA 91350

EKATERINA NICOLOVA
21809 PROPELLO DR
SANTA CLARITA, CA 91350

AHMED M ABBAS
21813 PROPELLO DR
SANTA CLARITA, CA 91350

TISHA C & JOAQUIN C DOMINGUEZ
21817 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON N & JENNIFER M WILLIAMS
21821 PROPELLO DR
SANTA CLARITA, CA 91350

SAMUEL S & EDINANCE N MUWONGE
21825 PROPELLO DR
SANTA CLARITA, CA 91350

MANESHA KHIANI
21829 PROPELLO DR
SANTA CLARITA, CA 91350

CHAD A FISCHER
21833 PROPELLO DR
SANTA CLARITA, CA 91350

VANCE T & ESMERALDA S WILLIAMA
21837 PROPELLO DR
SANTA CLARITA, CA 91350

SHARON WILKINSON
21841 PROPELLO DR
SANTA CLARITA, CA 91350

VENTURITO P & CYNTHIA L TUMACAY
21845 PROPELLO DR
SANTA CLARITA, CA 91350

RYAN E & MELANIE H SULLIVAN
21849 PROPELLO DR
SANTA CLARITA, CA 91350

ALEXANDER GERBRANDT
21734 CANDELA DR
SANTA CLARITA, CA 91350

TAM TRAN DO
21730 CANDELA DR
SANTA CLARITA, CA 91350

BILLY P BOONKOKUA
21726 CANDELA DR
SAUGUS, CA 91350

SHAKIRA NANTUMBWE
21714 CANDELA DR
SANTA CLARITA, CA 91350

JUSTIN M SAUDER
21718 CANDELA DR
SANTA CLARITA, CA 91350

VDAPHRON ARCHER
21722 CANDELA DR
SANTA CLARITA, CA 91350

AARON J PAYTON
21710 CANDELA DR
SANTA CLARITA, CA 91350

GENE R CALDERON
21706 CANDELA DR
SANTA CLARITA, CA 91350

CHRISTOPHER R & KAMERON S JENKINS
21702 CANDELA DR
SANTA CLARITA, CA 91350

ANGEL A VERDUZCO
21690 CANDELA DR
SANTA CLARITA, CA 91350

ALEJANDRO VARELA
21694 CANDELA DR
SANTA CLARITA, CA 91350

ERIC COKER
21698 CANDELA DR
SANTA CLARITA, CA 91350

DIEGO STOCCO
21742 BENE DR
SANTA CLARITA, CA 91350

SEAN M MORRISSEY
21738 BENE DR
SANTA CLARITA, CA 91350

MARQUIA BOLTON
21734 BENE DR
SANTA CLARITA, CA 91350

BRIAN H & CHRISTIE E COOK
21730 BENE DR
SANTA CLARITA, CA 91350

JANGHYUN KIM
21726 BENE DR
SANTA CLARITA, CA 91350

DWAYNE A & CHERMAINE R FONTENETTE
21722 BENE DR
SANTA CLARITA, CA 91350

MARGARET & SINAN M ELIAS
21718 BENE DR
SANTA CLARITA, CA 91350

VINCENT LEE
21706 BENE DR
SANTA CLARITA, CA 91350

JAMES & MYLENE A ABOULAFIA
21710 BENE DR
SANTA CLARITA, CA 91350

CARLOS R & ANA T DELGADO
21714 BENE DR
SANTA CLARITA, CA 91350

HANSON & YVONNE A WON
21749 PROPELLO DRIVE
SANTA CLARITA, CA 91350

RONALD & OTILIA J INCONTRO
5802 BOB BULLOCK LOOP #C1
LAREDO, TX 78041

JASON A & ANGIELYNN A CLARK
21757 PROPELLO DRIVE
SANTA CLARITA, CA 91350

ROBERTO VICINANZA
21761 PROPELLO DR
SANTA CLARITA, CA 91350

EVAN B & FLORIANE P SIEGEL
21765 PROPELLO DR
SANTA CLARITA, CA 91350

MONICA & ARTURO ARAGON
21769 PROPELLO DR
SANTA CLARITA, CA 91350

ROBIN G BAUER
21773 PROPELLO DR
SANTA CLARITA, CA 91350

VIPINSAGAR K RAVI
21777 PROPELLO DRIVE
SANTA CLARITA, CA 91350

DE SHON & JUDIT PARKER
21781 PROPELLO DR
SANTA CLARITA, CA 91350

JOSHUA M GREENGARD
29330 CALLE PRIMAVERA
VALENCIA, CA 91354

THULI ROGERS
25560 NOVELA WAY
SANTA CLARITA, CA 91355

MELISSA A LEE
26267 PRIMA WAY
SANTA CLARITA, CA 91350

TNHC TCN SANTA CLARITA LP
15231 LAGUNA CANYON RD #250
IRVINE, CA 92618

WILNER TINOYAN
21770 CANDELA DR
SANTA CLARITA, CA 91350

BENJAMIN G MILLEMAN
21766 CANDELA DR
SANTA CLARITA, CA 91350

AMBERLYN A WILDONER
21762 CANDELA DR
SANTA CLARITA, CA 91350

CECILIA BOLANOS
21758 CANDELA DR
SANTA CLARITA, CA 91350

SAE WOONG & CHONG MAE PARK
21754 CANDELA DR
SANTA CLARITA, CA 91350

STACEY A WARNER
21750 CANDELA DR
SANTA CLARITA, CA 91350

EDWIN ORTIZ
21738 CANDELA DR
SANTA CLARITA, CA 91350

RICKIA & DAVID EGANS
21742 CANDELA DR
SANTA CLARITA, CA 91350

JI HOON SONG
21746 CANDELA DR
SANTA CLARITA, CA 91350

JOSEPH D & MYRNA M BUCCAT
21723 CANDELA DR
SANTA CLARITA, CA 91350

DANNY R & RENEE E FOWLER
21055 HAZEL RD
APPLE VALLEY, CA 92308

JOHN W & ASHLEY W REDMOND
21731 CANDELA DR
SANTA CLARITA, CA 91350

LIZABETH SUON
11430 LAUREL CANYON BLVD #B
SAN FERNANDO, CA 91340

KAREN MASTERSON
21735 CANDELA DR
SANTA CLARITA, CA 91350

NORMAN & ARLEEN LEGASPI
21743 CANDELA DR
SAUGUS, CA 91350

JACOB G LEVY
21747 CANDELA DR
SANTA CLARITA, CA 91350

ANGELA CASTILLO
21759 CANDELA DR
SANTA CLARITA, CA 91350

GINETTE SANNA
21755 CANDELA DR
SANTA CLARITA, CA 91350

DANINIA S MORGAN
21751 CANDELA DR
SANTA CLARITA, CA 91350

SUZAN OHANIAN
21763 CANDELA DR
SANTA CLARITA, CA 91350

ELAINE BURN
21767 CANDELA DR
SANTA CLARITA, CA 91350

ROLANDO DE ARCOS
21771 CANDELA DR
SANTA CLARITA, CA 91350

JARRED MYREN
21779 CANDELA DR
SANTA CLARITA, CA 91350

COURTNEY JONES
21775 CANDELA DR
SANTA CLARITA, CA 91350

ANTHONY V DESANTIS
21762 BENE DR
SANTA CLARITA, CA 91350

CHRISTOPHER P DAVIS
21758 BENE DR
SANTA CLARITA, CA 91350

MICHAEL & ANGELICA ABRENICA
21754 BENE DR
SANTA CLARITA, CA 91350

KAMAL & EMILY LARBAOUI
21750 BENE DR
SANTA CLARITA, CA 91350

MARIA T ARMADA
21746 BENE DR
SANTA CLARITA, CA 91350

MARGIE & JUSTIN SEGAL
21701 PROPELLO DR
SANTA CLARITA, CA 91350

RUFINO & LESLIE A JUTA
21705 PROPELLO DR
SANTA CLARITA, CA 91350

ROBERT M & TAMMI A DELGADILLO
21709 PROPELLO DR
SANTA CLARITA, CA 91350

JENNIFER K APPIAH
21713 PROPELLO DR
SANTA CLARITA, CA 91350

ELLEN F & KEVIN J HOTTER
21717 PROPELLO DR
SANTA CLARITA, CA 91350

ALEJANDRO C HERNANDEZ
1022 KEWEN ST
SAN FERNANDO, CA 91340

CARLOS A & ISABEL C TOVAL
21725 PROPELLO DR
SANTA CLARITA, CA 91350

ANDRE & ANDREA MOORE
21729 PROPELLO DR
SANTA CLARITA, CA 91350

CARLOS G & LUZ M ARGUMEDO
21733 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON CRESPO
21737 PROPELLO DR
SANTA CLARITA, CA 91350

BERNADETTE & ANGELO DE VERA
21741 PROPELLO DR
SANTA CLARITA, CA 91350

PETER & VERONICA K YAO
21745 PROPELLO DR
SANTA CLARITA, CA 91350

MARVI M & JAMES J PABALAN
21785 PROPELLO DR
SANTA CLARITA, CA 91350

MICHELLE R YBARRA
21789 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON K & TRIXCEEANNE C KALINA
21793 PROPELLO DR
SANTA CLARITA, CA 91350

EUGENIO E & MARIA C TUZON
21867 MOVEO DR
SANTA CLARITA, CA 91350

RAQUEL & ROCAEL E CAMARGO
21871 MOVEO DR
SANTA CLARITA, CA 91350

MARIA T TUZON SAGER
21859 MOVEO DR
SANTA CLARITA, CA 91350

PAUL KOLKER
PO BOX 802002
SANTA CLARITA, CA 91380

MICHAEL T & KRISTIN O HENRY
21835 MOVEO DR
SANTA CLARITA, CA 91350

TIMOTHY T MAR
21839 MOVEO DR
SANTA CLARITA, CA 91350

KRISHTI K & AKRITI BIKAL
21823 MOVEO DR
SANTA CLARITA, CA 91350

STEVE STEINHAUER
21827 MOVEO DR
SANTA CLARITA, CA 91350

TYLER J & MARIAH L SNELL
21831 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21425 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21445 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21500 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21515 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21516 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21548 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21613 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21615 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21648 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21700 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21701 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21704 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21705 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21708 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21709 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21709 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21713 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21717 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21721 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21723 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21725 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21727 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21729 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21731 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21732 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21733 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21735 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21737 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21738 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21739 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21741 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21742 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21745 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21746 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21746 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21747 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21750 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21750 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21751 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21753 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21754 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21754 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21755 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21757 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21758 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21758 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21759 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21761 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21762 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21762 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21763 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21765 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21766 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21767 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21769 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21770 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21771 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21773 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21775 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21779 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21781 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21785 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21789 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21793 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21824 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21829 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21832 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21833 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21837 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21841 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21844 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21845 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21849 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21851 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21856 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21861 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21861 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21869 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21875 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21876 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21880 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21893 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21896 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21899 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21900 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21900 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21904 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21908 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21909 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21912 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21920 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21936 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21944 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21945 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21947 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21949 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21965 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21967 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21982 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21985 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21999 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22014 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22019 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22023 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22030 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22038 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22054 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22103 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22116 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22606 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22722 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22750 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22840 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26245 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26246 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26248 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26250 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26253 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26255 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26263 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26265 PRIMA WAY
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22830 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22824 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22822 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22820 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22810 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22808 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22806 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22804 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22802 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22800 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22770 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22234 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21749 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21753 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21757 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21777 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21801 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21727 CANDELA DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21739 CANDELA DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21761 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21721 PROPELLO DR
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 105
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 109
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 111
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 112
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 113
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 115
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 116
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 117
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 118
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 120
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26120 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26122 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26124 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26126 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26130 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26132 GRAVETT PL
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 108
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 106
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 120
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 201
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 202
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 207
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 300
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 301
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 302
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 305
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 405
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 425
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 129
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 306
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 307
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 403
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 105
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 106
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 107
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 108
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 109
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 201
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 202
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 203
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 204
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 205
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 206
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 207
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21554 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21546 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21530 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21452 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21450 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21446 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21444 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21442 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21440 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21430 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21400 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21406 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21404 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21402 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26402 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26404 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26406 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26408 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26410 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26412 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26414 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26416 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26418 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26420 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26422 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26424 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26428 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21401 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21403 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21407 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21409 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21411 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21413 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21415 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21417 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21419 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21421 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21423 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21425 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21427 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21429 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21431 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21433 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21435 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21437 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21439 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21441 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21443 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21445 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21447 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26417 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26415 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26413 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26411 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26409 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26407 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26403 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26401 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21444 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21442 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21440 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21438 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21436 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21434 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21432 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21430 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21428 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21426 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21424 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21422 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21420 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21418 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21416 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26408 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26410 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26412 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21417 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21419 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21421 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21423 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21425 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21427 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21429 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21433 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21435 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21437 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21439 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21441 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21443 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26402 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26404 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21446 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21444 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21442 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21440 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21438 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21436 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21434 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21432 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21428 TUMBLEWEED WAY
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21426 TUMBLEWEED WAY
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21416 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21412 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21410 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21408 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21406 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21404 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26421 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26419 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26417 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26415 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21403 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21407 BRIER WAY
SANTA CLARITA, CA 91350

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21409 BRIER WAY
SANTA CLARITA, CA 91350

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21441 BRIER WAY
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21404 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21402 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26409 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26403 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21407 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21410 ACANTHUS WAY
SANTA CLARITA, CA 91350

JULIA V GORRINDO
9675 W CANFORD DR
BOISE, ID 83709

DAVIS SIBS INC
4025 DON IBARRA PL
LOS ANGELES, CA 90008

JULIAN DE LA TORRE
44303 SIERRA HWY
LANCASTER, CA 93534

GORRINDO RESOURCEFUL LLC
PO BOX 341
MINDEN, NV 89423

DARRYL D DUSZYNSKI
1271 W NORBERRY ST
LANCASTER, CA 93534

REALTY INCOME TRUST 4
222 E 5TH ST
TUCSON, AZ 85705

LANCASTER CITY HOUSING AUTHORITY
44933 FERN AVE
LANCASTER, CA 93534

GRAYMAR INC
24 HAMMOND #C
IRVINE, CA 92618

GRAYMAR INC
24 HAMMOND
IRVINE, CA 92618

LAUREL CREST LP
17701 COWAN #200
IRVINE, CA 92614

LEAPS AND BOUNDS LP
6330 VARIEL AVE #201
WOODLAND HILLS, CA 91367

MENTAL HEALTH AMERICA OF
100 W BROADWAY #5010
LONG BEACH, CA 90802

LANCASTER CITY
44933 N FERN AVE
LANCASTER, CA 93534

NZB PROPERTIES LLC
44849 SIERRA HWY
LANCASTER, CA 93534

ULRIC E USHER
530 W LANCASTER BLVD
LANCASTER, CA 93534

REDEVELOPMENT AGENCY OF NCASTER CITY
4317 NORVAL AVE
LANCASTER, CA 93536

VIPER ENTERPRISES INC
1130 AUTO MALL DR
LANCASTER, CA 93534

GREGORY & BEVERLY A HUTH
PO BOX 2570
ROSAMOND, CA 93560

CASANDRA J PAYNE
PO BOX 2440
LANCASTER, CA 93539

SERGE & PATRICIA M CRICHI
5133 VESPER AVE
SHERMAN OAKS, CA 91403

VIANNA W FRISS
PO BOX 900696
PALMDALE, CA 93590

DAMIAN SILVEIRA
44644 BEECH AVE
LANCASTER, CA 93534

ROGER & JUDY POOLEY
2055 W AVENUE M12
PALMDALE, CA 93551

L AND L NGHIEM ENTERPRISES LLC
20402 KELVINGROVE LN
HUNTINGTON BEACH, CA 92646

ELISA B BLANCO
42834 17TH ST W
LANCASTER, CA 93534

ANTELOPE VALLEY JOINT UNION HIGH SCHOOL DIST
44811 SIERRA HWY
LANCASTER, CA 93534

FENG QING ZHANG
3157 SEVILLE AVE
PALMDALE, CA 93551

KLAJAC LLC
44615 SIERRA HWY
LANCASTER, CA 93534

COYLE TIMOTHY O CO TR
10714 YUCCA AVE
ROSAMOND, CA 93560

KELLY A LOGAN
44628 BEECH AVE
LANCASTER, CA 93534

UNIVERSAL AIR PROPERTIES LLC
562 LUTON DR
GLENDALE, CA 91206

BILL MECK
11027 LIMERICK AVE
CHATSWORTH, CA 91311

JASON & CHARLENE LASH
11137 VALLEY SPRING LN
TOLUCA LAKE, CA 91602

CHRISTOPHER BEATTY
41104 20TH ST W
PALMDALE, CA 93551

HAROUT & LUSINE MKRTCHIAN
39519 CHANTILLY LN
PALMDALE, CA 93551

ROBERT M DENNIS
43770 15TH ST W #300
LANCASTER, CA 93534

MICHAEL BERTELL
44753 SIERRA HWY
LANCASTER, CA 93534

GOLDEN WAVE PARTNERS LLC
44621 SIERRA HWY
LANCASTER, CA 93534

ALI & HANIFE MAHABADY
39919 WESTCLIFF ST
PALMDALE, CA 93551

JOSE G ORELLAN
44622 BEECH AVE
LANCASTER, CA 93534

ROSA M GONZALEZ
521 W OLDFIELD ST
LANCASTER, CA 93534

JKRC LLC
44617 SIERRA HWY
LANCASTER, CA 93534

ARTURO RESENDEZ
28233 KENTON LN
SANTA CLARITA, CA 91350

LORENA SOLIS
44506 BEECH AVE
LANCASTER, CA 93534

EDWARD E BAILES
44528 BEECH AVE
LANCASTER, CA 93534

CHARLES L LOVERIDGE
15 CROWS NEST LN
MARSHFIELD, MA 2050

KIMNEE LIM
364 LOIS LN
SAN PEDRO, CA 90732

JOHN J & KRISSA L CATALANO
24950 OLD STONE WAY
STEVENSON RANCH, CA 91381

VICTOR LEASING CO
4200 EASTON DR #5
BAKERSFIELD, CA 93309

JOSE B RIVERA
836 W AVENUE H14
LANCASTER, CA 93534

GRACE RESOURCE CENTER
45134 N SIERRA HWY
LANCASTER, CA 93534

J ANTONIO & YOANA C GARCIA
3410 CLUB DR #5
LOS ANGELES, CA 90064

MICHAEL L BENCH
45100 YUCCA AVE
LANCASTER, CA 93534

ARMY SALVATION
PO BOX 93002
LONG BEACH, CA 90809

WHEN OPPORTUNITY KNOCKS LLC
8 MEADOWHAWK LN
LAS VEGAS, NV 89135

GREG & APRIL EARWOOD
44147 FENNER AVE
LANCASTER, CA 93536

JORGE L LOPEZ
44430 BEECH AVE
LANCASTER, CA 93534

LUSYA TIFLISYAN
1545 TIGERTAIL CT
PALMDALE, CA 93551

ALFREDO GALLEGOS
1359 W AVENUE L8
LANCASTER, CA 93534

CARL HOVEY
PO BOX 5506
LANCASTER, CA 93539

GRACE RESOURCE CENTER
45134 SIERRA HWY
LANCASTER, CA 93534

DAVID G PICKUS
4512 W AVENUE K12
LANCASTER, CA 93536

CHARLES & RICHARD S CORDES
21400 OLD TOWN RD
TEHACHAPI, CA 93561

AHMAD A MAADARANI
39440 CHANTILLY LN
PALMDALE, CA 93551

FARIS H HADDAD
17046 CANVAS ST
CANYON COUNTRY, CA 91387

WILLIAM ARTIGA
44604 LONEOAK AVE
LANCASTER, CA 93534

ELIZABETH A BRYANT
1700 E JOYCE DR
PALM SPRINGS, CA 92262

HYE JUNG LEE
18708 TULSA ST
PORTER RANCH, CA 91326

DMS ENTERPRISES LLC
5051 W AVENUE M2
QUARTZ HILL, CA 93536

HERMAN FAMILY PROPERTIES LLC
423 W LANCASTER BLVD
LANCASTER, CA 93534

L A CO WATERWORKS DIST NO 10
500 W TEMPLE ST #754
LOS ANGELES, CA 90012

MAU MA
22226 EVENING STAR CT
SANTA CLARITA, CA 91390

GENERAL TEAMSTERS CHAUFFEURS REHOUSEMEN&HELPERS LOCA
45122 YUCCA AVE
LANCASTER, CA 93534

HYONG S CHOE
40646 12TH ST W
PALMDALE, CA 93551

ROBERT E KENT
5239 W AVENUE L6
QUARTZ HILL, CA 93536

DENNIS P & SHELLEY M KINSEY
325 W PONDERA ST
LANCASTER, CA 93534

THEODORE L EBENKAMP
44504 WATFORD AVE
LANCASTER, CA 93535

YONG XU
43360 NEWPORT DR
FREMONT, CA 94538

LANDAKER INVESTMENTS LLC
16510 RIDGE FIELD DR
RIVERSIDE, CA 92503

HENRY C BOOKER
18525 W AVENUE E4
LANCASTER, CA 93536

MARTIN ORELLANA
7601 W AVENUE A
LANCASTER, CA 93536

ALVIN I FARES
PO BOX 3746
CHATSWORTH, CA 91313

NASSAR GROUP ADVISORS LLC
1820 S FLOYD CT
LA HABRA, CA 90631

STANLEY A & MONA C ULVIN
4755 QUARTZ HILL RD
QUARTZ HILL, CA 93536

WILLIAM KENT
4518 W AVENUE K
LANCASTER, CA 93536

RAFAEL & MARIA T ALEJANDRE
1310 CAREN CT
LANCASTER, CA 93534

JENNIFER M BARNES
1331 E 7TH ST
LOS ANGELES, CA 90021

HERMAN A SCHMIDT
2072 ARLINGTON DR N
ANCHORAGE, AK 99517

CARL HOVEY
7718 SKYHILL DR
LOS ANGELES, CA 90068

MARTIN O & CRISTINA O MONZON
45035 TREVOR AVE
LANCASTER, CA 93534

JOSE BARRERA
1559 W AVENUE L4
LANCASTER, CA 93534

CENTRO CRISTIANO NUEVO VIVIR INC
45038 YUCCA AVE
LANCASTER, CA 93534

J AND T PARTNERSHIP
PO BOX 4356
LANCASTER, CA 93539

EDUARDO & CARMEN GALEANA
PO BOX 331023
PACOIMA, CA 91333

330 PILLSBURY INC
1822 MELWOOD DR
GLENDALE, CA 91207

IRA SERVICES TRUST CO CSTDN FBO JIN R SUN
PO BOX 7080
SAN CARLOS, CA 94070

ISAAC AWOLOPE
621 E 109TH PL
LOS ANGELES, CA 90059

AEK GLOBAL INVESTMENTS LLC
4603 HURFORD TERRACE
ENCINO, CA 91436

GEORGE J & DENISE M CALLAS
45000 YUCCA AVE
LANCASTER, CA 93534

MARTIN O & CRISTINA O MONZON
1847 ARBUCKLE WAY
LANCASTER, CA 93534

FRANK MCHUGH
25 S RAYMOND AVE #319
ALHAMBRA, CA 91801

CARL SCHNARRENBERGER
45024 YUCCA AVE
LANCASTER, CA 93534

JOHN A & JUDY M SMITH
44957 YUCCA AVE
LANCASTER, CA 93534

FOREIGN SPECIALIST HOLDINGS LLC
18375 VENTURA BLVD #211
TARZANA, CA 91356

JOSE ROMERO
44949 TREVOR AVE
LANCASTER, CA 93534

ROBERT F & GENEVIEVE C SHARROW
1621 MONTE VISTA ST
PASADENA, CA 91106

LINEN SUPPLY MISSION
702 E MONTECITO ST
SANTA BARBARA, CA 93103

HARRY & NANCY BEDERIAN
44910 YUCCA AVE
LANCASTER, CA 93534

MAMIAN EMMA DECD EST OF
16133 VENTURA BLVD #1175
ENCINO, CA 91436

ANTELOPE VALLEY CHRISTIAN CENTER
PO BOX 2905
LANCASTER, CA 93539

KIMNEE LIM
32425 AQUA VISTA DR
RANCHO PALOS VERD, CA 90275

JOSE L RAMIREZ
13052 EUSTACE ST
PACOIMA, CA 91331

FERNANDO SANTA CRUZ
1018 HARDING AVE
SAN FERNANDO, CA 91340

NORBERT ALBERTS
6320 VIA DEL PLAZA
RANCHO PALOS VERD, CA 90275

GLENN D BEYER
39201 CHALFONT LN
PALMDALE, CA 93551

SCANGO INC
44952 YUCCA AVE
LANCASTER, CA 93534

DOUGLAS RUCAL
3427 KALLIN AVE
LONG BEACH, CA 90808

F LORAY P SIMER
2505 CHARLOTTESVILLE DR
COLORADO SPRINGS, CO 80922

HIGH DESERT PROPIEDADES LLC
PO BOX 555
DOWNEY, CA 90241

JEFFREY G HART
5238 W AVENUE L
LANCASTER, CA 93536

SHIU CHIU WONG
11033 FREER ST
TEMPLE CITY, CA 91780

FELIPE SEGURA
44850 INOLA AVE
LANCASTER, CA 93534

MOHAMMED ALHYRABA
15901 27TH DR SE
MILL CREEK, WA 98012

THOMAS & THOMAS MOORE
44943 TREVOR AVE
LANCASTER, CA 93534

HELEN YBARRA
2554 COLUMBIA WAY
PALMDALE, CA 93551

MARY L DENNIS
44145 PLANET CIR
LANCASTER, CA 93536

MOBILE HOME GROUP I LP
4900 SANTA ANITA AVE #2C
EL MONTE, CA 91731

NORAIR H MAMIAN
22 STAGECOACH RD
BELL CANYON, CA 91307

ROTIMI LAWANI
1277 W WABASH ST
RIALTO, CA 92376

THOMAS E HARRIS
332 W LANCASTER BLVD
LANCASTER, CA 93534

J AND L CARRIER OPPORTUNITY ZONE
21049 NASHVILLE ST
CHATSWORTH, CA 91311

JORGE TOVAR
44739 TREVOR AVE
LANCASTER, CA 93534

RYAN & JENNIFER DUKE
7010 W AVENUE E4
LANCASTER, CA 93536

SPIRIT AND TRUTH MISSIONARY BAPTIST CHURCH INC
45150 16TH ST W
LANCASTER, CA 93534

JESUS ASSEMBLY OF ANTELOPE VALLEY A FELLOWSHIP OF TH
44756 YUCCA AVE
LANCASTER, CA 93534

OUR LADY OF CHARITY CONFERENCE OF ST VINCENT DE PAUL
PO BOX 412
LANCASTER, CA 93534

ALEXANDRIA HOLDINGS LLC
22036 PARVIN DR
SANTA CLARITA, CA 91350

FOUAD & JUMANA KHOURY
12321 JEREMY PL
GRANADA HILLS, CA 91344

L A CO WATERWORKS DIST NO 40
PO BOX 1460
ALHAMBRA, CA 91802

JON JIANMIN LI
969 JUNGFRAU CT
MILPITAS, CA 95035

LIVIER A MAQUEDA
PO BOX 239
BALDWIN PARK, CA 91706

BUCKEYE GAS PRODUCTS CO L P
1 LIBERTY PLAZA
LIBERTY, MO 64068

CENTENNIAL BANK TR
PO BOX 1159
LONGMONT, CO 80502

ARON & ELAINE K SCHIFMAN
5731 BONSALL DR
MALIBU, CA 90265

BETH P LETTERMAN
1230 WESTHOLME AVE
LOS ANGELES, CA 90024

ESMIK I BOLANDI
38821 YUCCA TREE ST
PALMDALE, CA 93551

BRENDA ROGERS
11614 SEQUOIA SPRINGS RD
CALIENTE, CA 93518

PYONG S & CHONG S CHOE
11909 DARBY AVE
NORTHRIDGE, CA 91326

PATRICK YOMBA
3060 EMERALD LN
LANCASTER, CA 93535

ELFAGO GOMEZ
43657 RIALTO DR
LANCASTER, CA 93535

MAJID H JAVADI
22717 LEONORA DR
WOODLAND HILLS, CA 91367

PHILLIP D COLLINS
2970 CRICKET CLUB CT
ROCKLIN, CA 95765

GLADYS E HORN
40458 11TH ST W
PALMDALE, CA 93551

AICHEN AISON HSU
120 TOPEKA AVE
SAN JOSE, CA 95128

WILLIAM K FONG
1722 41ST AVE
SAN FRANCISCO, CA 94122

CLARKE & PATTIE KNEISEL
4825 W AVENUE M14
QUARTZ HILL, CA 93536

JORGE L & LETICIA HOLQUIN
10463 TELFAIR AVE
PACOIMA, CA 91331

IGNACIO TREJO
PO BOX 4725
LANCASTER, CA 93539

MARK D & LINDA S ELLISON
2557 STILL MEADOW LN
LANCASTER, CA 93536

ABEL & MARIA A CERVANTES
44659 TREVOR AVE
LANCASTER, CA 93534

NARINE GAREGINYAN
13567 VALERIO ST #A
VAN NUYS, CA 91405

YONATHAN F PANIAGUA
220 E AVENUE J7
LANCASTER, CA 93535

EQUITY HOLDING CORP TR
PO BOX 87
MIDPINES, CA 95345

NELSON & FRANCISCA G ARELLANO
43331 18TH ST W
LANCASTER, CA 93534

ANTHONY R SANTANA
11458 BURBANK BLVD #7
NORTH HOLLYWOOD, CA 91601

GUSTAVO G CAMACHO
3251 CAMINO DEL SUR
LANCASTER, CA 93536

ANDREW A DUMAS
43636 DEVYN LN
LANCASTER, CA 93535

LANETTE LAVENDER
1146 W 89TH ST
LOS ANGELES, CA 90044

IRA SERVICES TRUST COMPANY CSTDN FBO JUN LI
75 WESTVIEW RD
SHORT HILLS, NJ 7078

RODOLFO P CHAVEZ
PO BOX 1358
RIDGECREST, CA 93556

SALVADOR D MARTINEZ
3249 MONTE CARLO CT
LANCASTER, CA 93536

DAROLD M SHIRWO
15130 VENTURA BLVD #322
SHERMAN OAKS, CA 91403

SANDY L & KELLY M HAMLET
34725 KATHERINEL AVE
ACTON, CA 93510

GREG & PAMELA ROMEKA
24814 LAURELCREST LN
STEVENSON RANCH, CA 91381

MIGUEL MERCADO
337 C ST
FILLMORE, CA 93015

PAUL M & EVIE L VIDOR
76267 VIA CHIANTI
INDIAN WELLS, CA 92210

SCOTT A BENNER
310 NICOBAR ST
LANCASTER, CA 93534

MICHAEL JAGHASBANIAN
9922 LOUISE AVE
NORTHRIDGE, CA 91325

TCM LEWIS ENTERPRISES
1201 E NAVAJO ST
BARSTOW, CA 92311

DUANE & DEBRA SPOELSTRA
44625 YUCCA AVE
LANCASTER, CA 93534

HONORIO & MARTHA NAVARRETE
312 W NORBERRY ST
LANCASTER, CA 93534

HAGOP J BALYAN
14932 OXNARD ST
VAN NUYS, CA 91411

RICHARD C & APRIL BARTLETT
40065 90TH ST W
LEONA VALLEY, CA 93551

DONALD R & FLORENCE SAMMONS
1289 BOYDEN AVE
LANCASTER, CA 93534

GERALD E HENRY
44606 SIERRA HWY
LANCASTER, CA 93534

FURBUSHED INC
16205 VALEPORT AVE
LANCASTER, CA 93535

JOHN JELONEK
5446 NEWCASTLE AVE #8
ENCINO, CA 91316

RAYMOND A SCURRIA
707 S VICTORY BLVD
BURBANK, CA 91502

JOHN W & MARCY L KNIGHT
PO BOX 803156
SANTA CLARITA, CA 91380

JOHN S CHRISTIE
31885 SADDLETREE DR
WESTLAKE VILLAGE, CA 91361

DIBATECH INC
18251 VALLEY VISTA BLVD
TARZANA, CA 91356

ERLINDA C GOLDSBERRY
16636 PARSLEY LN
FONTANA, CA 92337

TERRY & THELMA J HARRIS
1832 GRAND VIEW DR
OAKLAND, CA 94618

ISAIAH ROBERTS
21295 DESERT JADE CIR #52
CALIFORNIA CITY, CA 93505

JOYCE A DIXON
5308 WEATHERFORD DR
LOS ANGELES, CA 90008

RENATO C DALUMPINES
14049 BURTON ST
PANORAMA CITY, CA 91402

VICTOR PULIDO
38034 42ND ST E
PALMDALE, CA 93552

LOUIS F & GWEN J CONNOT
5242 YALE AVE
WESTMINSTER, CA 92683

JOHN D ROTH
PO BOX 289
CLINTON, WA 98236

FERNANDEZ HEWIL CO TR
3977 DENKER AVE
LOS ANGELES, CA 90062

BURCKLE ERIC A CO TR
3517 E FALCON RIDGE CT
COEUR D ALENE, ID 83814

FREDERICK COLER
921 SW WASHINGTON ST
PORTLAND, OR 97205

HELEN M SILO
2604 REYNIER AVE
LOS ANGELES, CA 90034

CONCEPCION C BARADI
1233 N NEW HAMPSHIRE AVE #12
LOS ANGELES, CA 90029

GUO QIAO
1650 BOREL PL #105
SAN MATEO, CA 94402

WILLIAM D LASAM
8970 KRAMERWOOD PL
LOS ANGELES, CA 90034

MOHAMAD ELASAAD
PO BOX 2075
LANCASTER, CA 93539

CURRENT OCCUPANT
300 NICOBAR ST
LANCASTER, CA 93534

CURRENT OCCUPANT
303 W PONDERA ST
LANCASTER, CA 93534

CURRENT OCCUPANT
306 W NEWGROVE ST
LANCASTER, CA 93534

CURRENT OCCUPANT
311 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
317 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
318 W NEWGROVE ST
LANCASTER, CA 93534

CURRENT OCCUPANT
318 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
321 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
324 W NORBERRY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
330 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
336 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
336 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
340 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
344 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
345 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
346 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
354 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
360 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
400 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
400 W LUMBER ST
LANCASTER, CA 93534

CURRENT OCCUPANT
401 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
403 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
405 W PONDERA ST
LANCASTER, CA 93534

CURRENT OCCUPANT
407 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
408 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
412 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
412 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
416 W LUMBER ST
LANCASTER, CA 93534

CURRENT OCCUPANT
418 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
419 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
420 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
431 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
44318 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44324 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44330 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44338 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44361 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44412 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44419 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44420 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44424 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44430 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44431 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44435 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44436 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44441 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44442 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44446 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44451 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44500 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44517 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44529 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44542 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44555 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44556 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44601 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44602 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44603 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44612 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44614 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44616 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44624 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44627 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44633 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44633 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE A
LANCASTER, CA 93534

CURRENT OCCUPANT
44645 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44647 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44655 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44659 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44660 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44663 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44665 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44666 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44706 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44711 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44715 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44720 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44721 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44722 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44727 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44730 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44732 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44733 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44738 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44742 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44743 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44744 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44745 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44749 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44751 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44797 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44801 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44803 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44803 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44809 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44811 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44812 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44814 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44815 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44819 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44820 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44824 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44825 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44827 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44833 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44833 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44837 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44839 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44847 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44851 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44853 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44915 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44916 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44920 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44923 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44924 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44926 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44929 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44931 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44932 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44936 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44937 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44940 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44949 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44956 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45003 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45020 YUCCA AVE 20A
LANCASTER, CA 93534

CURRENT OCCUPANT
45029 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45031 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45044 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45045 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45051 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45057 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45059 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45101 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45101 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45104 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45114 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45116 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45116 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45120 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45123 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45127 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45131 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45137 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45140 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45140 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45145 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45160 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
505 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
506 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
510 W OLDFIELD ST
LANCASTER, CA 93534

CURRENT OCCUPANT
512 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
513 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
516 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
518 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
521 E KETTERING ST
LANCASTER, CA 93535

CURRENT OCCUPANT
521 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W OLDFIELD ST
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
525 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
525 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
526 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
531 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44846 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44835 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 1/4 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 1/2 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44825 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44823 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44821 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44819 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44817 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44815 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44809 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44805 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44803 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44801 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
520 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
510 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
508 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
506 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
500 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45021 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44847 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44845 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44843 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44812 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45134 SIERRA HWY STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45134 SIERRA HWY STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45146 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
501 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
530 W JACKMAN ST OFC
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 200
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 201
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 202
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 203
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 204
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 205
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 206
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 207
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 208
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 209
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 210
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 211
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 212
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 213
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 214
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 215
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 216
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 217
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 218
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 219
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 220
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 221
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 222
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 223
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 224
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 225
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 226
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 227
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 228
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 229
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 230
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 231
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 232
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 234
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 300
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 301
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 302
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 303
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 304
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 305
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 306
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 307
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 308
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 309
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 310
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 311
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 312
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 313
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 314
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 316
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 317
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 318
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 319
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 320
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 321
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 322
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 323
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 324
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 325
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 326
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 327
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 328
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 329
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 330
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 331
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 332
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 334
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 400
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 401
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 402
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 403
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 404
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 405
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 406
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 407
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 408
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 409
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 410
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 411
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 412
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 413
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 414
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 415
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 416
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 417
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 418
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 419
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 420
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 421
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 422
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 423
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 424
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 425
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 426
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 427
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 428
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 429
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 430
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 431
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 432
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 434
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 127
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 129
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 131
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 133
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 135
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 137
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 227
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 229
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 231
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 233
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 235
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 237
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 321
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 323
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 325
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 327
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 329
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 331
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 139
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 141
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 143
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 145
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 147
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 149
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 151
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 239
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 241
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 243
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 245
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 247
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 249
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 251
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 333
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 335
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 337
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 339
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 101
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 103
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 105
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 107
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 109
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 111
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 113
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 201
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 203
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 205
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 207
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 209
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 211
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 213
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 301
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 303
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 305
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 307
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 115
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 117
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 119
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 121
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 123
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 125
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 215
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 217
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 219
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 221
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 223
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 225
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 309
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 311
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 313
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 315
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 317
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 319
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
531 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
543 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
549 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
559 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
567 W JACKMAN ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
328 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
326 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
320 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44506 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44606 SIERRA HWY STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
532 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
530 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
528 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
512 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44759 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
525 W NEWGROVE ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44700 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44702 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44746 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44748 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44750 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44752 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44754 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44759 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44745 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44739 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44725 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44721 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44709 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44629 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44625 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44523 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44503 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44447 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44445 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44425 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE D
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE E
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE F
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE A 1/2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE C
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE D
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE E
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE F
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44532 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44603 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44603 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44848 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44839 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44835 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44833 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
340 W MILLING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 1/2 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44643 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44641 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44614 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44618 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44630 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44414 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44416 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44418 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44418 1/2 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44428 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44438 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44440 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
522 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
44502 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44937 1/2 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45141 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45139 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45137 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45135 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45027 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45021 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45019 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45017 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45015 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45011 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45009 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45005 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44917 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44915 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44913 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44911 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
403 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
405 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
400 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
45133 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45121 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 101
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 102
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 103
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 104
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 105
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 106
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45024 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE C
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45044 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45058 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45058 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45101 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45101 TREVOR AVE STE B
LANCASTER, CA 93534

CURRENT OCCUPANT
346 1/2 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
326 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
44851 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44831 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 1
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 3
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 5
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 2
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 4
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 6
LANCASTER, CA 93534

CURRENT OCCUPANT
44817 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44815 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44813 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44809 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44807 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44805 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44822 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 1
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 2
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 3
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 4
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 5
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 6
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 7
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 8
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 9
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 10
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 11
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 12
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 13
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 14
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 15
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 16
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 17
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 18
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 19
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 20
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 21
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 22
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 23
LANCASTER, CA 93534

CURRENT OCCUPANT
44953 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44951 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44947 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44945 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44939 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44935 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44935 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44931 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT E
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT F
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT G
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT H
LANCASTER, CA 93534

CURRENT OCCUPANT
44918 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44946 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44950 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44952 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44954 TREVOR AVE
LANCASTER, CA 93534



Metro AVL: NOA Email Distribution List	
Name	**Email Address**
Faramarz Nabavi	transit@regenerativecommunities.org
Gerald	jgerald262@gmail.com
Brian Yanity	yanityak@gmail.com
Charles Bostwick	cbostwick@bos.lacounty.gov
Marsha McLean	mmclean@santa-clarita.com
Alex & Gracie Duran	dds.aduran@yahoo.com
Christopher Croisdale	mr.croisdale@gmail.com
Fred Boehnert	stadtbahn48@gmail.com
Nina Moskol	scvbc@la-bike.org
Jason Smisko	jsmisko@santa-clarita.com



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX B

MEETING NOTIFICATION

APPENIDX B.1
MAPS OF THREE IMPROVEMENT AREAS

APPENDIX B.2

BILINGUAL MEETING NOTICE

APPENDIX B.3

NOTICE DISTRIBUTION LIST

APPENDIX B.4

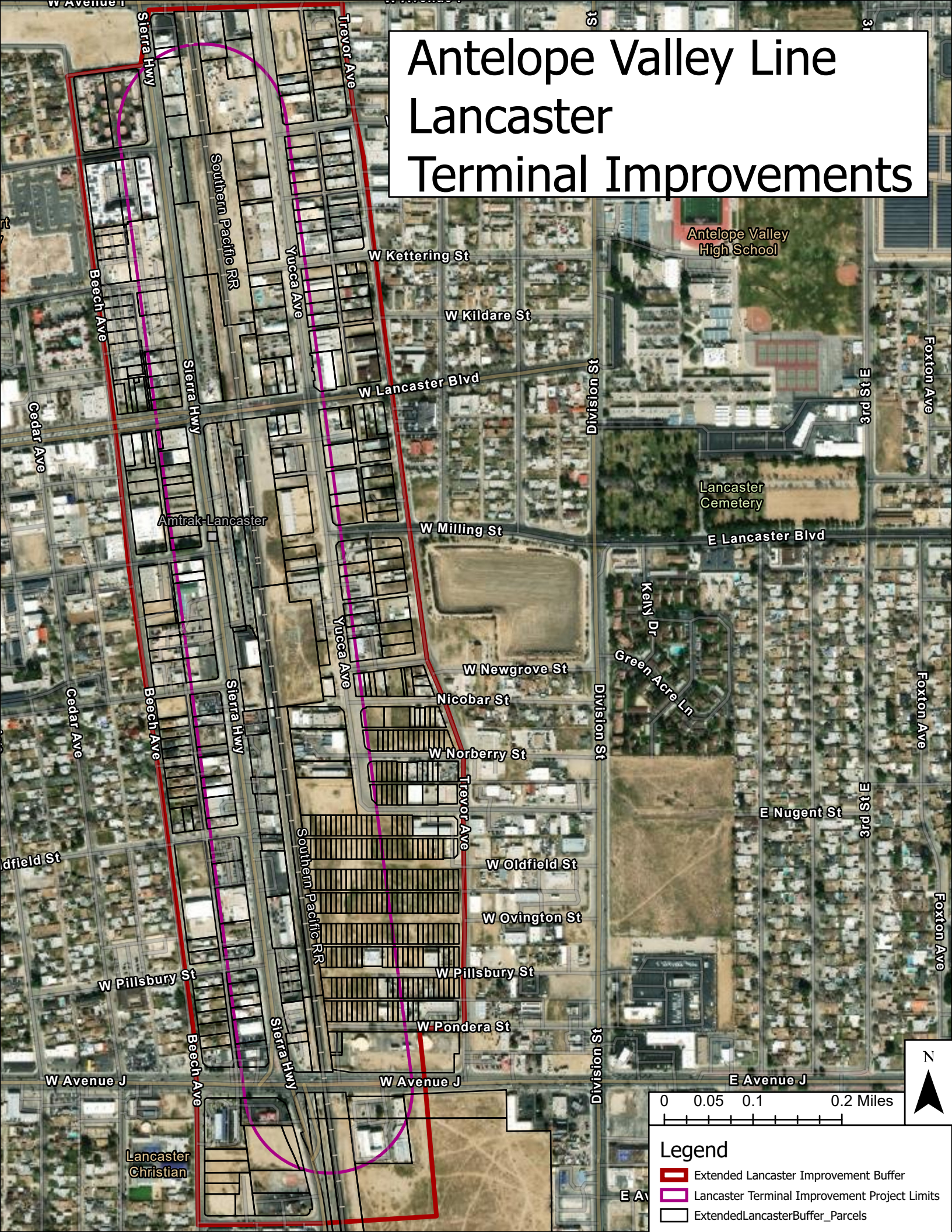
ENGLISH/SPANISH AND ENGLISH/ARMENIAN

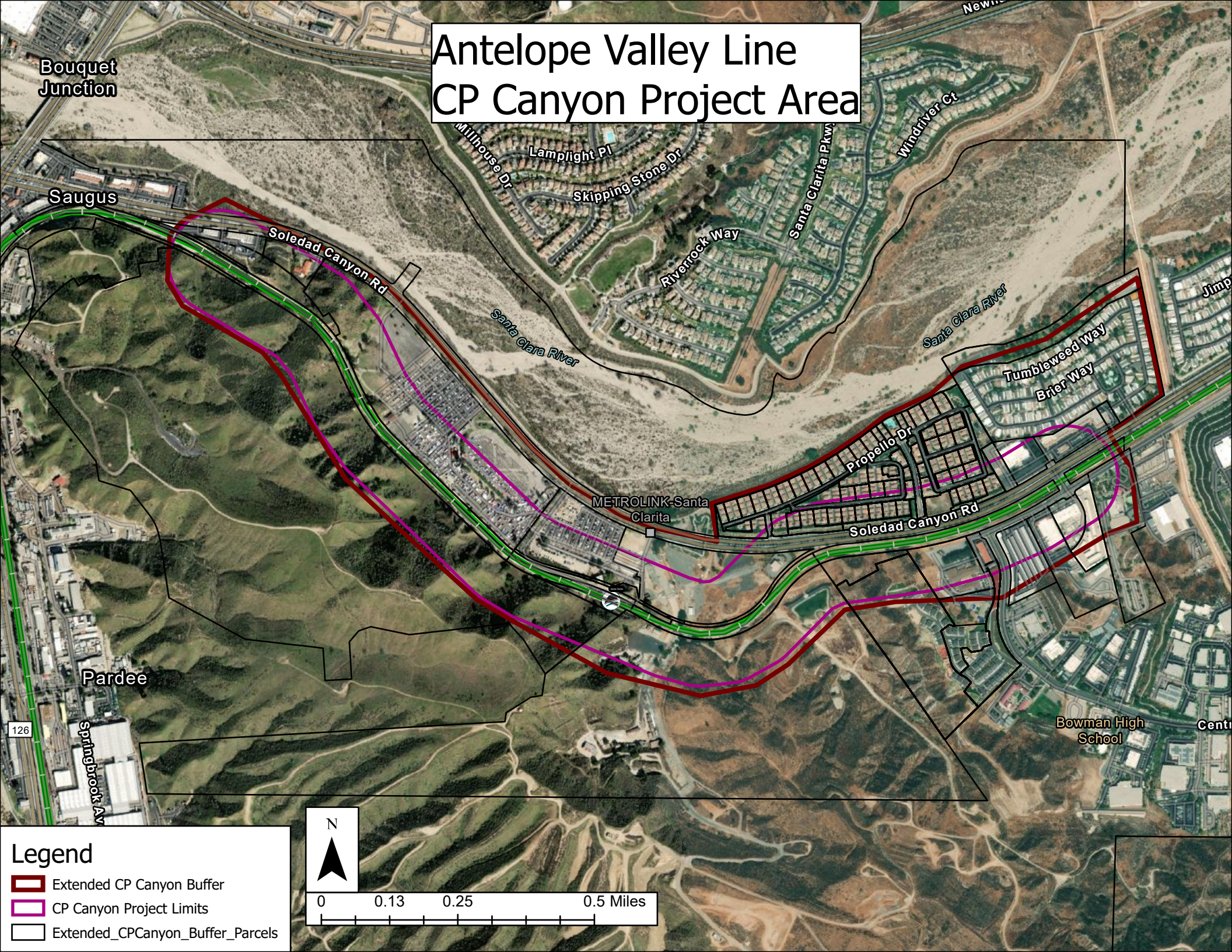
MEETING FLYER

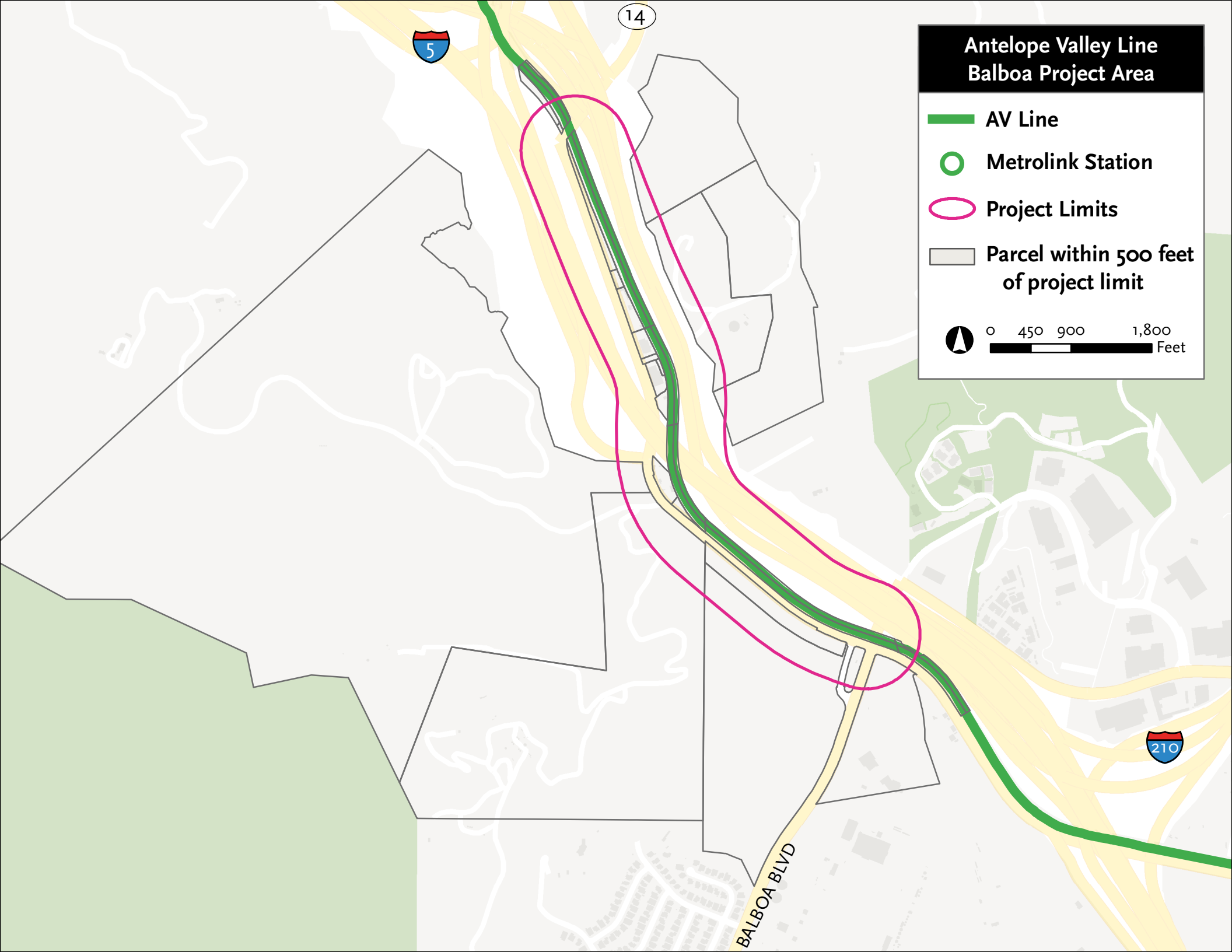
APPENDIX B.5

MAP OF DISTRIBUTION BOUNDARIES

APPENDIX B.1
MAPS OF THREE IMPROVEMENT AREAS


Antelope Valley Line
Lancaster
Terminal Improvements
Sierra Hwy
Trevor Ave
Southern Pacific RR
Yucca Ave
Beech Ave
W Kettering St
W Kildare St
W Lancaster Blvd
Cedar Ave
Division St
3rd St E
Foxton Ave
Antelope Valley
High School
Lancaster
Cemetery
Amtrak Lancaster
W Milling St
E Lancaster Blvd
Kelly Dr
Green Acre Ln
W Newgrove St
Nicobar St
W Norberry St
E Nugent St
W Oldfield St
W Ovington St
W Pillsbury St
W Pondera St
W Avenue J
E Avenue J
Lancaster
Christian
N
0 0.05 0.1 0.2 Miles
Legend
Extended Lancaster Improvement Buffer
Lancaster Terminal Improvement Project Limits
ExtendedLancasterBuffer_Parcels


Antelope Valley Line
CP Canyon Project Area
Bouquet Junction
Saugus
Soledad Canyon Rd
Millhouse Dr
Lamplight Pl
Skipping Stone Dr
Riverrock Way
Santa Clarita Pkwy
Windriver Ct
Santa Clara River
Tumbleweed Way
Brier Way
Propello Dr
METROLINK-Santa Clarita
Soledad Canyon Rd
Pardee
126
Springbrook Av
Bowman High School
N
0
0.13
0.25
0.5 Miles
Legend
Extended CP Canyon Buffer
CP Canyon Project Limits
Extended_CPCanyon_Buffer_Parcels


Antelope Valley Line
Balboa Project Area
AV Line
Metrolink Station
Project Limits
Parcel within 500 feet of project limit
0 450 900 1,800
Feet
14
5
210
BALBOA BLVD

APPENDIX B.2

BILINGUAL MEETING NOTICE

metro.net/avl

We're creating more rail service between LA and Antelope Valley.

Estamos construyendo más ferrocarril entre Los Angeles y el Valle de Antelope.

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROJECT

PROYECTO DE MEJORAS DE SERVICIO Y CAPACIDAD DEL VALLE DE ANTELOPE

Metro®



JOIN US AT A PUBLIC HEARING IN AUGUST
ACOMPÁÑENOS A UNA AUDIENCIA PÚBLICA EN AGOSTO

Wednesday, August 18, 2021
Miércoles, 18 de agosto de 2021
6–7:30pm

Saturday, August 21, 2021
Sábado, 21 de agosto de 2021
11am–12:30pm



Metro®
One Gateway Plaza
99-13-1
Los Angeles, CA 90012

Overview

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66% of the AVL corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and a regularized schedule.

Objectives of the proposed project include:

> Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
> Improve passenger service reliability and efficiency on the AVL rail corridor.
> Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
> Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

Visión General

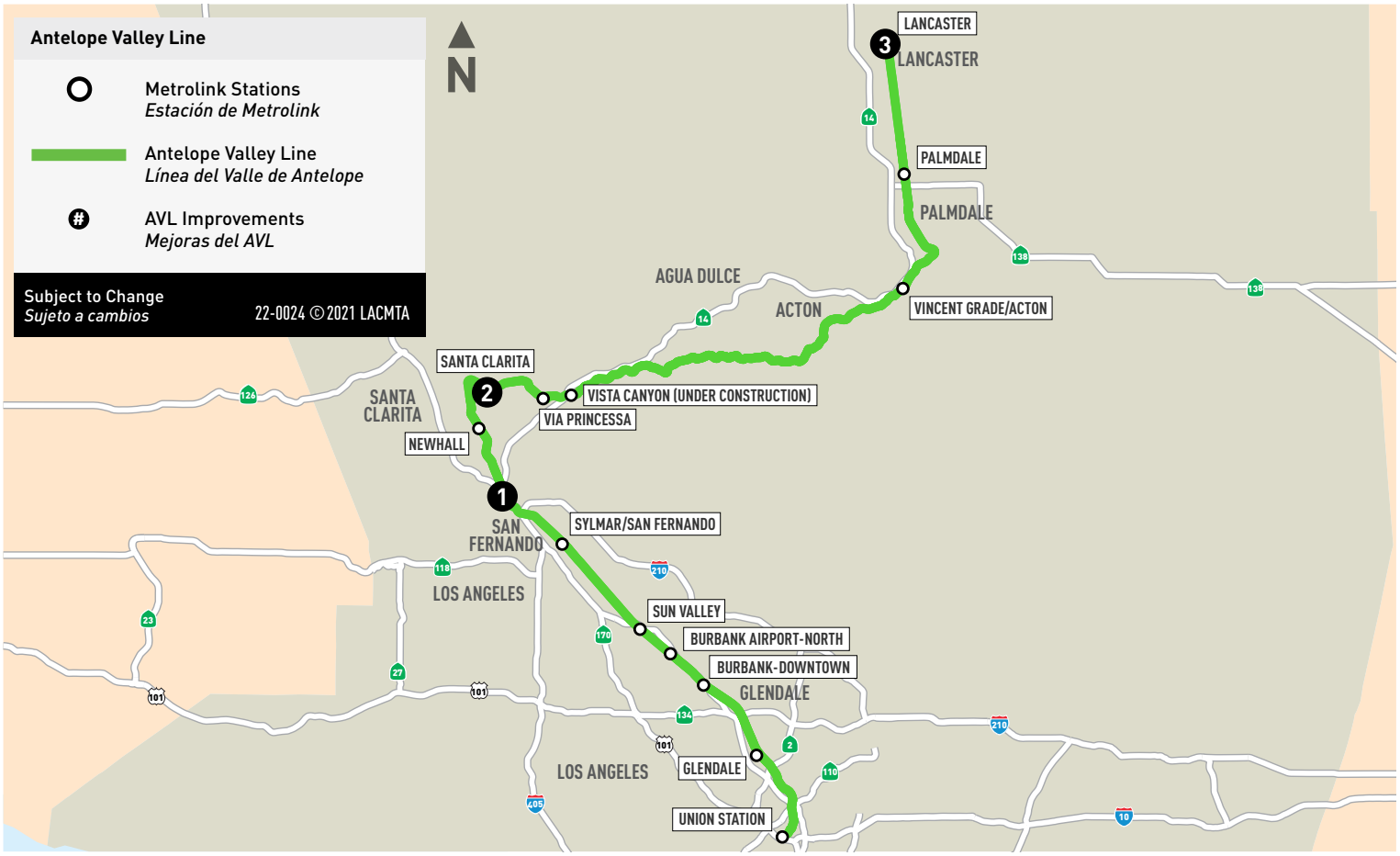
El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line (AVL, en inglés) es un proyecto propuesto que tiene como objetivo mejorar la frecuencia y confiabilidad del servicio a lo largo del corredor ferroviario de pasajeros AVL de 76.6 millas de largo entre Lancaster y el centro de Los Angeles. El corredor AVL juega un papel fundamental en la conexión de comunidades en el norte del Condado de Los Angeles con Los Angeles Union Station y las ciudades intermedias.

Se prevé que el corredor AVL experimente un fuerte crecimiento de la población y empleos durante los próximos 20 años y las soluciones para aprovechar todo el potencial del AVL serán cruciales para respaldar este crecimiento. Alrededor del 66% del corredor AVL es de una sola vía, lo que significa que solo se proporciona una vía para operar trenes en ambas direcciones. Esto limita la capacidad de ejecutar servicios más frecuentes y un horario regularizado.

Los objetivos del proyecto propuesto incluyen:

> *Brindar servicios de Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad mediante la habilitación del servicio ferroviario de pasajeros bidireccional de 30 minutos al Valle de Santa Clarita y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor AVL.*
> *Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario AVL.*
> *Proporcionar mejoras de infraestructura necesarias para aumentar la flexibilidad operativa y la confiabilidad a lo largo del corredor AVL.*
> *Apoyar la visión y los objetivos del servicio ferroviario en la región de acuerdo con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.*

PROPOSED PROJECT OVERVIEW
DESCRIPCIÓN GENERAL DEL PROYECTO PROPUESTO



Highlights of Proposed Improvements

1 Balboa Double-Track Extension
- Double track from Balboa Bl to Sierra Highway (approx. 6,300 ft).

2 Canyon Sliding Extension
- Add approx. 8,400 ft of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita.
- Inclusion of a second side-platform at the Santa Clarita Station and crossover track south of the station.
- Platform to Platform Pedestrian Undercrossing Design Option – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
- Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option - This design option would provide a new island platform (with two platform faces) and would include a grade-separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

3 Lancaster Terminal Improvements
- Add one 1,000-ft and two 500-ft long storage tracks in the vicinity of the existing Lancaster Station with provisions for refueling.
- Island Platform with Pedestrian Undercrossing Design Option.
- Island Platform with Pedestrian Overcrossing Design Option.
- Island Platform with Pedestrian At-Grade Crossing Design Option.

Aspectos destacados de las mejoras propuestas

1 *Extensión Balboa de Doble Vías*
- *Doble vías desde Balboa Bl hasta Sierra Highway (aprox. 6,300 pies).*

2 *Extensión Deslizante de Canyon*
- *Añade aprox. 8,400 pies de nueva vía doble entre Soledad Canyon Road y Golden Oak Road en la ciudad de Santa Clarita.*
- *Inclusión de una segunda plataforma lateral en la Estación Santa Clarita y vía de cruce al sur de la estación.*
- *Opción de diseño de paso inferior peatonal de plataforma a plataforma: esta opción de diseño proporcionaría un paso inferior peatonal separado a nivel en la estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.*
- *Opción de Diseño Plataforma en Isa con plataforma para cruce peatonal subterráneo: esta opción de diseño proporcionaría una nueva plataforma de isla (con dos caras de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la estación Santa Clarita con la nueva plataforma de la isla.*

3 *Mejoras en la Terminal de Lancaster*
- *Agrega una pista de almacenamiento de 1000 pies y dos de 500 pies de largo en las cercanías de la estación Lancaster existente con disposiciones para reabastecimiento de combustible.*
- *Opción de diseño de plataforma de isla con paso subterráneo para peatones.*
- *Plataforma de isla con opción de diseño de cruce peatonal.*
- *Plataforma de isla con opción de diseño de cruce peatonal a nivel.*

Please submit your comments!

Join one of two public hearings to provide your comments on the Draft Environmental Impact Report (EIR). The information presented at each meeting will be the same. For full details on these virtual public hearings, please visit *metro.net/avl*.

> **Wednesday, August 18, 2021, 6–7:30pm**
Meeting Link: *bit.ly/35qFkcC*
Call-In Number: 213.338.8477
Meeting ID: 948 3461 0205

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 509 148 549

> **Saturday, August 21, 2021, 11am–12:30pm**
Meeting Link: *bit.ly/3wD1Sms*
Call-In Number: 213.338.8477
Meeting ID: 998 8162 7606

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

In addition to oral and written comments accepted at the public hearings, written comments on the Draft EIR will be accepted Wednesday, July 28, 2021, through Friday, September 10, 2021, at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call our program helpline at 213.922.4844 and leave a message.

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

213.922.4844

¡Por favor someta sus comentarios!

Acompáñenos a una de las dos audiencias públicas para proporcionar sus comentarios sobre el Borrador del Informe de Impacto Ambiental. La información presentada en cada reunión será la misma. Para obtener detalles completos sobre estas audiencias públicas virtuales, visite metro.net/avl.

> ***Miércoles, 18 de agosto de 2021, 6–7:30pm***
Enlace de reunión: bit.ly/35qFkcC
Número de llamada: *213.338.8477*
Numero de la reunión: *948 3461 0205*

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

> ***Sábado, 21 de agosto de 2021, 11am–12:30pm***
Enlace de reunión: bit.ly/3wD1Sms
Número de llamada: *213.338.8477*
Numero de la reunión: *998 8162 7606*

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Además de los comentarios orales y por escrito aceptados en las audiencias pública, se aceptarán comentarios por escrito sobre el Borrador del EIR desde el miércoles 28 de julio de 2021 hasta el viernes, 10 de septiembre de 2021, en la dirección postal o de correo electrónico que se muestra a continuación. O enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web del proyecto en metro.net/avl. *También puede llamar a la línea de ayuda de nuestro programa al 213.922.4844 y dejar un mensaje.*

Brian Balderrama
Director Senior, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

213.922.4844

CONTACT US / *CONTÁCTENOS*

213.922.4844
avl@metro.net
metro.net/avl
@metrolosangeles
losangelesmetro

323.466.3876
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x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducciones en español y armenio serán proporcionadas. Para otras adaptaciones de la ADA y traducciones llame al 213.922.4844 por lo menos 72 horas antes de la reunión.

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APPENDIX B.3

NOTICE DISTRIBUTION LIST

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APN_D	OWNERNAME	OWNER2	ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Area	Type
2601-002-001	STUDIO CAPITAL CORPORATION	OR CURRENT OCCUPANT	1034 SEWARD ST	LOS ANGELES	CA	90038		BalboaProjectArea	1-PROPERTYOWNER
2601-003-011	JOSEPH B FISCHER	OR CURRENT OCCUPANT	12365 TIARA ST	NORTH HOLLYWOOD	CA	91607		BalboaProjectArea	1-PROPERTYOWNER
2601-004-005	MANUEL ESCALANTE INC	OR CURRENT OCCUPANT	12538 WOODLEY AVE	GRANADA HILLS	CA	91344		BalboaProjectArea	1-PROPERTYOWNER
2601-005-013	Z G J DEVELOPMENT	OR CURRENT OCCUPANT	136 EL CAMINO DR	BEVERLY HILLS	CA	90212		BalboaProjectArea	1-PROPERTYOWNER
2601-001-002	ELIZABETH R & JAMES I MATHISEN	OR CURRENT OCCUPANT	1660 RIVERSIDE DR	LOS ANGELES	CA	90031		BalboaProjectArea	1-PROPERTYOWNER
2603-003-005	MAG CANYON LLC	OR CURRENT OCCUPANT	1910 1ST ST	SAN FERNANDO	CA	91340		BalboaProjectArea	1-PROPERTYOWNER
2603-002-270	SANTA CLARITA CITY	OR CURRENT OCCUPANT	23920 VALENCIA BLVD #304	SANTA CLARITA	CA	91355		BalboaProjectArea	1-PROPERTYOWNER
2601-005-012	HENRY & LOUISE ARKLIN	OR CURRENT OCCUPANT	26000 SPRINGBROOK AVE 215R	SAUGUS	CA	91350		BalboaProjectArea	1-PROPERTYOWNER
2601-003-004	BARBARA WERTH	OR CURRENT OCCUPANT	26810 TRIUMPH AVE	CANYON COUNTRY	CA	91387		BalboaProjectArea	1-PROPERTYOWNER
2601-003-012	BARRY L KING	OR CURRENT OCCUPANT	26839 TRIUMPH AVE	CANYON COUNTRY	CA	91387		BalboaProjectArea	1-PROPERTYOWNER
2601-001-001	SCOTT & MICHELLE MITTELMAN	OR CURRENT OCCUPANT	27041 TIMBERLINE TER	VALENCIA	CA	91381		BalboaProjectArea	1-PROPERTYOWNER
2601-004-009	GLORIA G PITT	OR CURRENT OCCUPANT	529 COLONIAL PARK DR	SANTA ROSA	CA	95403		BalboaProjectArea	1-PROPERTYOWNER
2601-003-016	WORLD STATUS LLC	OR CURRENT OCCUPANT	7317 RESEDA BLVD	RESEDA	CA	91335		BalboaProjectArea	1-PROPERTYOWNER
2601-011-013	ALLIED WASTE INDUSTRIES INC	OR CURRENT OCCUPANT	PO BOX 29246	PHOENIX	AZ	85038		BalboaProjectArea	1-PROPERTYOWNER
2605-001-918	L A CITY DEPT OF WATER AND POWER	OR CURRENT OCCUPANT	PO BOX 51111	LOS ANGELES	CA	90051		BalboaProjectArea	1-PROPERTYOWNER
2605-024-906	METROPOLITAN WATER DIST	OR CURRENT OCCUPANT	PO BOX 54153	LOS ANGELES	CA	90054		BalboaProjectArea	1-PROPERTYOWNER
2601-002-005	TED S & PAMELA A SAKAIDA	OR CURRENT OCCUPANT	PO BOX 7412	VAN NUYS	CA	91409		BalboaProjectArea	1-PROPERTYOWNER
	CURRENT OCCUPANT		14331 44198 SAN FERNANDO RD	LOS ANGELES	CA	91344		BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14747 SAN FERNANDO RD	LOS ANGELES	CA	91342	1021	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14748 SAN FERNANDO RD	SYLMAR	CA	91342	1020	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14936 SAN FERNANDO RD	LOS ANGELES	CA	91342	1023	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14940 SAN FERNANDO RD	LOS ANGELES	CA	91342	1023	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		15022 SAN FERNANDO RD	LOS ANGELES	CA	91342	1024	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		15050 SAN FERNANDO RD	MISSION HILLS	CA	91342	1024	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		17011 FOOTHILL BLVD	LOS ANGELES	CA	91342	1008	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14748 SAN FERNANDO RD UNIT A	SYLMAR	CA	91342	1020	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14748 SAN FERNANDO RD UNIT A	SYLMAR	CA	91342	1020	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14814 SAN FERNANDO RD SPC C	SYLMAR	CA	91342	1029	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14814 SAN FERNANDO RD SPC D	SYLMAR	CA	91342	1030	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14838 SAN FERNANDO RD	SYLMAR	CA	91342	1022	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14840 SAN FERNANDO RD	SYLMAR	CA	91342	1022	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14928 SAN FERNANDO RD	SYLMAR	CA	91342	1023	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14950 SAN FERNANDO RD	SYLMAR	CA	91342	1023	BalboaProjectArea	3-OCCUPANT
2405-011-034	EDUARDO J & LEONOR ALVAREZ	OR CURRENT OCCUPANT	160 CRESCENT BEACH DR	COCOA BEACH	FL	32931		BurbankAirport	1-PROPERTY OWNER
2466-001-031	3400 EVANNA HOLDINGS LLC	OR CURRENT OCCUPANT	16130 VENTURA BLVD #500	ENCINO	CA	91436		BurbankAirport	1-PROPERTY OWNER
2466-001-080	3400 EVANNA HOLDINGS LLC	OR CURRENT OCCUPANT	16130 VENTURA BLVD #5000	ENCINO	CA	91436		BurbankAirport	1-PROPERTY OWNER
2405-010-046	PARKS 1420 LLC	OR CURRENT OCCUPANT	2227 MEADOW DR	CARROLLTON	TX	75007		BurbankAirport	1-PROPERTY OWNER
2405-011-032	HOLLYWOOD WAY LLC	OR CURRENT OCCUPANT	2334 S 2ND AVE	ARCADIA	CA	91006		BurbankAirport	1-PROPERTY OWNER
2466-028-905	GLENDALE PASADENA AIRPORT AUTHORITY BURBANK	OR CURRENT OCCUPANT	2627 N HOLLYWOOD WAY	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-010-043	CRYSTAL D PETERSON	OR CURRENT OCCUPANT	3049 GERTRUDE AVE	LA CRESCENTA	CA	91214		BurbankAirport	1-PROPERTY OWNER
2466-011-041	BURBANK INDUSTRIAL INVESTORS LP	OR CURRENT OCCUPANT	325 W WASHINGTON ST #2148	SAN DIEGO	CA	92103		BurbankAirport	1-PROPERTY OWNER
2466-028-007	SANCTUARY CLOTHING 3611 LLC	OR CURRENT OCCUPANT	3611 N SAN FERNANDO BLVD	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2466-028-009	3700 BURBANK LLC	OR CURRENT OCCUPANT	3942 FREDONIA DR	LOS ANGELES	CA	90068		BurbankAirport	1-PROPERTY OWNER
2405-011-029	DOMINIC & SHARON SAMPOGNA	OR CURRENT OCCUPANT	4842 BEN AVE	NORTH HOLLYWOOD	CA	91607		BurbankAirport	1-PROPERTY OWNER
2405-011-035	EAGLE ROCK APPLIANCES INC	OR CURRENT OCCUPANT	4866 44198 EAGLE ROCK BLVD	LOS ANGELES	CA	90041		BurbankAirport	1-PROPERTY OWNER
2405-010-041	ROBERT & BERNICE WASSERMAN	OR CURRENT OCCUPANT	5428 VILLAWOOD CIR	CALABASAS	CA	91302		BurbankAirport	1-PROPERTY OWNER
2405-011-006	AARON JACOBS	OR CURRENT OCCUPANT	556 S FAIR OAKS AVE #266	PASADENA	CA	91105		BurbankAirport	1-PROPERTY OWNER
513-0-240-055	JOACHIM & CATHRYN AIWAZIAN	OR CURRENT OCCUPANT	7250 SPRING RD	MOORPARK	CA	93021		BurbankAirport	1-PROPERTY OWNER
2405-010-042	AAA COPY SYSTEMS INC	OR CURRENT OCCUPANT	7420 SAN FERNANDO RD	SUN VALLEY	CA	91352		BurbankAirport	1-PROPERTY OWNER
2405-011-005	DOROTEO MONTERO	OR CURRENT OCCUPANT	7510 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-008	MARIA R PIMENTEL	OR CURRENT OCCUPANT	7518 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-009	FREDY A CORDOVA	OR CURRENT OCCUPANT	7522 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER

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2405-010-038	ARCHIE S CORDOVA	OR CURRENT OCCUPANT	7525 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-012	LINO HERRERA-VAZQUEZ	OR CURRENT OCCUPANT	7528 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-002	LARRY HANNA	OR CURRENT OCCUPANT	8205 WOODEN WINDMILL CT	LAS VEGAS	NV	89131		BurbankAirport	1-PROPERTY OWNER
2405-019-044	LEVON VARDAPETYAN	OR CURRENT OCCUPANT	9820 EDMORE PL	SUN VALLEY	CA	91352		BurbankAirport	1-PROPERTY OWNER
2405-019-021	LEVON VARDAPETYAN	OR CURRENT OCCUPANT	9947 COHASSET ST	BURBANK	CA	91504		BurbankAirport	1-PROPERTY OWNER
2405-011-902	BURBANK CITY	OR CURRENT OCCUPANT	PO BOX 6459	BURBANK	CA	91510		BurbankAirport	1-PROPERTY OWNER
	CURRENT OCCUPANT		2801 N HOLLYWOOD WAY	BURBANK	CA	91505	1057	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3400 N SAN FERNANDO BLVD	BURBANK	CA	91504	2532	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3420 N SAN FERNANDO BLVD	BURBANK	CA	91504	2532	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3500 N SAN FERNANDO BLVD	BURBANK	CA	91505	1000	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3750 COHASSET ST	BURBANK	CA	91505	1054	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1028	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7502 N HOLLYWOOD WAY	BURBANK	CA	91505	1027	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1030	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1087	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7523 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1029	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 1	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 2	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 3	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 4	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 5	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 6	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 7	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 8	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 1	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 2	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 3	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 4	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 5	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 6	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 7	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 8	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 1	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 2	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 3	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 4	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7512 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 101	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 102	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 103	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 104	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 105	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 106	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 201	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 202	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 203	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 204	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 205	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 206	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 301	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 302	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		7521 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT

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	CURRENT OCCUPANT		7531 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7532 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7536 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7539 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7541 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7544 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7546 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7549 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7554 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7555 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7556 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7561 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7565 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7566 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7571 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
2849-043-077	ALEJANDRO C HERNANDEZ	OR CURRENT OCCUPANT	1022 KEWEN ST	SAN FERNANDO	CA	91340		CP_CanyonArea	1-PROPERTY OWNER
2849-027-163	GEORGE WEBJE	OR CURRENT OCCUPANT	11041 ELIZABETH LAKE RD	LEONA VALLEY	CA	93551		CP_CanyonArea	1-PROPERTY OWNER
2849-027-148	JOHN KONG	OR CURRENT OCCUPANT	11116 WILDFLOWER RD	TEMPLE CITY	CA	91780		CP_CanyonArea	1-PROPERTY OWNER
2849-043-055	LIZABETH SUON	OR CURRENT OCCUPANT	11430 LAUREL CANYON BLVD #B	SAN FERNANDO	CA	91340		CP_CanyonArea	1-PROPERTY OWNER
2849-027-129	RACHEL J LOTUACO	OR CURRENT OCCUPANT	13032 ANGELES TRAIL WAY	SYLMAR	CA	91342		CP_CanyonArea	1-PROPERTY OWNER
2849-043-040	TNHC TCN SANTA CLARITA LP	OR CURRENT OCCUPANT	15231 LAGUNA CANYON RD #250	IRVINE	CA	92618		CP_CanyonArea	1-PROPERTY OWNER
2836-012-032	SANTA CLARITA L L C	OR CURRENT OCCUPANT	15290 N 78TH WAY #B204	SCOTTSDALE	AZ	85260		CP_CanyonArea	1-PROPERTY OWNER
2849-027-022	JAMES & SUZANNE DUNCOMBE	OR CURRENT OCCUPANT	15604 MEADOW DR	SANTA CLARITA	CA	91387		CP_CanyonArea	1-PROPERTY OWNER
2849-027-201	LUIS A FARFAN	OR CURRENT OCCUPANT	16107 KNAPP ST	NORTH HILLS	CA	91343		CP_CanyonArea	1-PROPERTY OWNER
2849-027-064	GUI RU & REN WEI ZHENG	OR CURRENT OCCUPANT	17168 GERMAIN ST	GRANADA HILLS	CA	91344		CP_CanyonArea	1-PROPERTY OWNER
2849-027-185	ROD DAVIDO	OR CURRENT OCCUPANT	1718 N EDISON BLVD	BURBANK	CA	91505		CP_CanyonArea	1-PROPERTY OWNER
2849-027-056	TAK C LI	OR CURRENT OCCUPANT	1890 SUNKIST ST	UPLAND	CA	91784		CP_CanyonArea	1-PROPERTY OWNER
2849-027-213	CRAIG I & JULIA W MYLES	OR CURRENT OCCUPANT	19030 HAMLIN ST #3	RESEDA	CA	91335		CP_CanyonArea	1-PROPERTY OWNER
2849-043-053	DANNY R & RENEE E FOWLER	OR CURRENT OCCUPANT	21055 HAZEL RD	APPLE VALLEY	CA	92308		CP_CanyonArea	1-PROPERTY OWNER
2849-027-183	KIMBERLY A LAURITSEN	OR CURRENT OCCUPANT	21123 CIMARRON WAY	SANTA CLARITA	CA	91390		CP_CanyonArea	1-PROPERTY OWNER
2849-027-029	VALENTIN MARTINEZ	OR CURRENT OCCUPANT	2124 18TH AVE	DELANO	CA	93215		CP_CanyonArea	1-PROPERTY OWNER
2836-015-025	GOLDEN PACIFIC HOLDINGS LLC	OR CURRENT OCCUPANT	21616 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-010	ANGEL A VERDUZCO	OR CURRENT OCCUPANT	21690 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-011	ALEJANDRO VARELA	OR CURRENT OCCUPANT	21694 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-012	ERIC COKER	OR CURRENT OCCUPANT	21698 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-140	JAMES B KNOLES	OR CURRENT OCCUPANT	21700 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-142	TIMOTHY J & AUTUMN R MAHONY	OR CURRENT OCCUPANT	21700 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-165	STEVEN P & MIHYE STOREY	OR CURRENT OCCUPANT	21701 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-072	MARGIE & JUSTIN SEGAL	OR CURRENT OCCUPANT	21701 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-009	CHRISTOPHER R & KAMERON S JENKINS	OR CURRENT OCCUPANT	21702 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-141	JOSE A MONTENEGRO PENAGOS	OR CURRENT OCCUPANT	21702 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-149	MARNISHA E MINTLOW	OR CURRENT OCCUPANT	21702 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-164	DANILO AMAYA	OR CURRENT OCCUPANT	21703 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-142	SEYED A SOBHANI	OR CURRENT OCCUPANT	21704 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-150	ALEXANDER L & DESIREE D SIGGINS	OR CURRENT OCCUPANT	21704 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-143	ANNA & VERA BEKETOVA	OR CURRENT OCCUPANT	21704 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-226	DONALD E WILLIAMS	OR CURRENT OCCUPANT	21705 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-163	LEAH C MCGOWAN	OR CURRENT OCCUPANT	21705 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-073	RUFINO & LESLIE A JUTA	OR CURRENT OCCUPANT	21705 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-023	VINCENT LEE	OR CURRENT OCCUPANT	21706 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-008	GENE R CALDERON	OR CURRENT OCCUPANT	21706 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-143	IAN S & DIANA G POWELL	OR CURRENT OCCUPANT	21706 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

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2836-015-151	VERONICA CONTRERAS-LEMUS	OR CURRENT OCCUPANT	21706 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-162	CHRISTOPHER H & ANNE C LANDGREN	OR CURRENT OCCUPANT	21707 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-144	DANIEL T & MARIA I MALAKI	OR CURRENT OCCUPANT	21708 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-152	IZZY & JAEL FLORES	OR CURRENT OCCUPANT	21708 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-035	ANNE C CABAHUG	OR CURRENT OCCUPANT	21708 MALDEN ST	CANOGA PARK	CA	91304		CP_CanyonArea	1-PROPERTY OWNER
2836-015-161	ENRIQUE O MARTINEZ	OR CURRENT OCCUPANT	21709 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-074	ROBERT M & TAMMI A DELGADILLO	OR CURRENT OCCUPANT	21709 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-024	JAMES & MYLENE A ABOULAFIA	OR CURRENT OCCUPANT	21710 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-007	AARON J PAYTON	OR CURRENT OCCUPANT	21710 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-145	JAMES A BOWDEN	OR CURRENT OCCUPANT	21710 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-012	CREATIVE YEARS NURSERY SCHOOL LLC	OR CURRENT OCCUPANT	21710 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-153	AARON I & STEPHANIE I SOLOMONA	OR CURRENT OCCUPANT	21710 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-160	SEAN R & JESSICA A QUASHEN	OR CURRENT OCCUPANT	21711 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-146	MICHAEL M BRETADO	OR CURRENT OCCUPANT	21712 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-154	ROBERT A & LAURA L PECKINPAUGH	OR CURRENT OCCUPANT	21712 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-140	TERESITA K YAO	OR CURRENT OCCUPANT	21712 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-228	MARTIN TATE	OR CURRENT OCCUPANT	21713 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-159	ERNIE & RITA NAVARRO	OR CURRENT OCCUPANT	21713 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-075	JENNIFER K APPIAH	OR CURRENT OCCUPANT	21713 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-025	CARLOS R & ANA T DELGADO	OR CURRENT OCCUPANT	21714 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-004	SHAKIRA NANTUMBWE	OR CURRENT OCCUPANT	21714 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-147	POCHOLO & DONNA G GARCIA	OR CURRENT OCCUPANT	21714 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-155	VINCENT M HIZON	OR CURRENT OCCUPANT	21714 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-158	WILLIAM G URIAS	OR CURRENT OCCUPANT	21715 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-148	BLAKE & AUTUMN WOOD	OR CURRENT OCCUPANT	21716 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-156	DEBORAH NANCE	OR CURRENT OCCUPANT	21716 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-141	JESSICA C BODAN	OR CURRENT OCCUPANT	21716 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-229	DIANISHA & BARRY REEVES	OR CURRENT OCCUPANT	21717 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-157	JOSHUA & DENISE TOWE	OR CURRENT OCCUPANT	21717 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-076	ELLEN F & KEVIN J HOTTER	OR CURRENT OCCUPANT	21717 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-022	MARGARET & SINAN M ELIAS	OR CURRENT OCCUPANT	21718 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-005	JUSTIN M SAUDER	OR CURRENT OCCUPANT	21718 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-138	ZHU MA	OR CURRENT OCCUPANT	21720 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-230	ANDRE C ROBERTS	OR CURRENT OCCUPANT	21721 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-021	DWAYNE A & CHERMAINE R FONTENETTE	OR CURRENT OCCUPANT	21722 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-006	VDAPHRON ARCHER	OR CURRENT OCCUPANT	21722 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-052	JOSEPH D & MYRNA M BUCCAT	OR CURRENT OCCUPANT	21723 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-139	MARK ODLE	OR CURRENT OCCUPANT	21724 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-231	MICHAEL S & LEANG KIM TAING	OR CURRENT OCCUPANT	21725 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-078	CARLOS A & ISABEL C TOVAL	OR CURRENT OCCUPANT	21725 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-020	JANGHYUN KIM	OR CURRENT OCCUPANT	21726 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-003	BILLY P BOONKOKUA	OR CURRENT OCCUPANT	21726 CANDELA DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-135	ROBERT S & CASEY E BUSTLE	OR CURRENT OCCUPANT	21728 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-232	CHRISTOPHER BELFOUR	OR CURRENT OCCUPANT	21729 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-079	ANDRE & ANDREA MOORE	OR CURRENT OCCUPANT	21729 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-019	BRIAN H & CHRISTIE E COOK	OR CURRENT OCCUPANT	21730 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-002	TAM TRAN DO	OR CURRENT OCCUPANT	21730 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-054	JOHN W & ASHLEY W REDMOND	OR CURRENT OCCUPANT	21731 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-233	EVELYN HAMALAINEN	OR CURRENT OCCUPANT	21733 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-080	CARLOS G & LUZ M ARGUMEDO	OR CURRENT OCCUPANT	21733 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-018	MARQUIA BOLTON	OR CURRENT OCCUPANT	21734 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-001	ALEXANDER GERBRANDT	OR CURRENT OCCUPANT	21734 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

2849-027-137	CRISMELITO & LUCILA CRUZ	OR CURRENT OCCUPANT	21734 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-056	KAREN MASTERSON	OR CURRENT OCCUPANT	21735 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-234	RUBEN I & BLAZY S ALDANA	OR CURRENT OCCUPANT	21737 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-081	BRANDON CRESPO	OR CURRENT OCCUPANT	21737 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-017	SEAN M MORRISSEY	OR CURRENT OCCUPANT	21738 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-048	EDWIN ORTIZ	OR CURRENT OCCUPANT	21738 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-133	MELVIN & PIA VIRAY	OR CURRENT OCCUPANT	21738 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-235	ANNMARIE R & BRYAN M CARNEY	OR CURRENT OCCUPANT	21741 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-082	BERNADETTE & ANGELO DE VERA	OR CURRENT OCCUPANT	21741 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-016	DIEGO STOCCO	OR CURRENT OCCUPANT	21742 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-049	RICKIA & DAVID EGANS	OR CURRENT OCCUPANT	21742 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-134	HSIN WEI TSAI	OR CURRENT OCCUPANT	21742 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-057	NORMAN & ARLEEN LEGASPI	OR CURRENT OCCUPANT	21743 CANDELA DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-145	MARISOL O HERNANDEZ	OR CURRENT OCCUPANT	21745 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-083	PETER & VERONICA K YAO	OR CURRENT OCCUPANT	21745 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-071	MARIA T ARMADA	OR CURRENT OCCUPANT	21746 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-050	JI HOON SONG	OR CURRENT OCCUPANT	21746 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-058	JACOB G LEVY	OR CURRENT OCCUPANT	21747 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-132	DENNIS MOLINA	OR CURRENT OCCUPANT	21748 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-146	JOHN & REBECCA TORRES	OR CURRENT OCCUPANT	21749 BENE DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-026	HANSON & YVONNE A WON	OR CURRENT OCCUPANT	21749 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-070	KAMAL & EMILY LARBAOUI	OR CURRENT OCCUPANT	21750 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-047	STACEY A WARNER	OR CURRENT OCCUPANT	21750 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-061	DANINIA S MORGAN	OR CURRENT OCCUPANT	21751 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-186	JOHNNY & TIFFANEY VAZQUEZ	OR CURRENT OCCUPANT	21751 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-147	KAREN S THOMAS	OR CURRENT OCCUPANT	21753 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-185	DOUGLAS S LOPEZ	OR CURRENT OCCUPANT	21753 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-069	MICHAEL & ANGELICA ABRENICA	OR CURRENT OCCUPANT	21754 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-046	SAE WOONG & CHONG MAE PARK	OR CURRENT OCCUPANT	21754 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-060	GINETTE SANNA	OR CURRENT OCCUPANT	21755 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-184	TREVOR D & FALON N SHIELDS	OR CURRENT OCCUPANT	21755 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-028	JASON A & ANGIELYNN A CLARK	OR CURRENT OCCUPANT	21757 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-183	ENRIQUE B LUNA	OR CURRENT OCCUPANT	21757 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-068	CHRISTOPHER P DAVIS	OR CURRENT OCCUPANT	21758 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-045	CECILIA BOLANOS	OR CURRENT OCCUPANT	21758 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-059	ANGELA CASTILLO	OR CURRENT OCCUPANT	21759 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-180	DOMINIC MACAYA	OR CURRENT OCCUPANT	21759 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-029	ROBERTO VICINANZA	OR CURRENT OCCUPANT	21761 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-067	ANTHONY V DESANTIS	OR CURRENT OCCUPANT	21762 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-044	AMBERLYN A WILDONER	OR CURRENT OCCUPANT	21762 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-062	SUZAN OHANIAN	OR CURRENT OCCUPANT	21763 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-030	EVAN B & FLORIANE P SIEGEL	OR CURRENT OCCUPANT	21765 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-043	BENJAMIN G MILLEMAN	OR CURRENT OCCUPANT	21766 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-063	ELAINE BURN	OR CURRENT OCCUPANT	21767 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-031	MONICA & ARTURO ARAGON	OR CURRENT OCCUPANT	21769 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-042	WILNER TINOYAN	OR CURRENT OCCUPANT	21770 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-064	ROLANDO DE ARCOS	OR CURRENT OCCUPANT	21771 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-032	ROBIN G BAUER	OR CURRENT OCCUPANT	21773 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-066	COURTNEY JONES	OR CURRENT OCCUPANT	21775 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-033	VIPINSAGAR K RAVI	OR CURRENT OCCUPANT	21777 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-065	JARRED MYREN	OR CURRENT OCCUPANT	21779 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-034	DE SHON & JUDIT PARKER	OR CURRENT OCCUPANT	21781 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-043-084	MARVI M & JAMES J PABALAN	OR CURRENT OCCUPANT	21785 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-085	MICHELLE R YBARRA	OR CURRENT OCCUPANT	21789 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-086	BRANDON K & TRIXCEEANNE C KALINA	OR CURRENT OCCUPANT	21793 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-049	DEREK K KHUTH	OR CURRENT OCCUPANT	21800 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-048	MARILYN MENDOZA	OR CURRENT OCCUPANT	21804 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-256	AUGUSTINE M SMITH	OR CURRENT OCCUPANT	21805 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-047	JONATHAN D ABIOG	OR CURRENT OCCUPANT	21808 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-257	EKATERINA NICOLOVA	OR CURRENT OCCUPANT	21809 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-051	DANIELLE L & KRISTEN L MORIN	OR CURRENT OCCUPANT	21811 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-046	ROSA ESTRADA	OR CURRENT OCCUPANT	21812 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-258	AHMED M ABBAS	OR CURRENT OCCUPANT	21813 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-052	ALEJANDRO & ARIEL M MUNOZ	OR CURRENT OCCUPANT	21815 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-045	ALMUMIN H MASSEY	OR CURRENT OCCUPANT	21816 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-259	TISHA C & JOAQUIN C DOMINGUEZ	OR CURRENT OCCUPANT	21817 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-053	GREGORY L & MICHELLE J GARVIN	OR CURRENT OCCUPANT	21819 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-044	MICHAEL T PIERCY	OR CURRENT OCCUPANT	21820 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-260	BRANDON N & JENNIFER M WILLIAMS	OR CURRENT OCCUPANT	21821 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-094	KRISHTI K & AKRITI BIKAL	OR CURRENT OCCUPANT	21823 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-261	SAMUEL S & EDINANCE N MUWONGE	OR CURRENT OCCUPANT	21825 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-095	STEVE STEINHAUER	OR CURRENT OCCUPANT	21827 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-042	YOUSSEF BRADY	OR CURRENT OCCUPANT	21828 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-262	MANESHA KHIANI	OR CURRENT OCCUPANT	21829 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-096	TYLER J & MARIAH L SNELL	OR CURRENT OCCUPANT	21831 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-263	CHAD A FISCHER	OR CURRENT OCCUPANT	21833 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-092	MICHAEL T & KRISTIN O HENRY	OR CURRENT OCCUPANT	21835 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-040	GODFREY L ANANDAN	OR CURRENT OCCUPANT	21836 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-264	VANCE T & ESMERALDA S WILLIAMA	OR CURRENT OCCUPANT	21837 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-093	TIMOTHY T MAR	OR CURRENT OCCUPANT	21839 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-039	ANTHONY M KENDRYNA	OR CURRENT OCCUPANT	21840 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-265	SHARON WILKINSON	OR CURRENT OCCUPANT	21841 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-054	RAHEEL & NATASHA ANWAR	OR CURRENT OCCUPANT	21843 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-266	VENTURITO P & CYNTHIA L TUMACAY	OR CURRENT OCCUPANT	21845 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-055	NANCY GRAGG	OR CURRENT OCCUPANT	21847 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-081	MIRALUNA & JERALD M ALEJANDRIA	OR CURRENT OCCUPANT	21848 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-267	RYAN E & MELANIE H SULLIVAN	OR CURRENT OCCUPANT	21849 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-080	VERONICA B EDMOND	OR CURRENT OCCUPANT	21852 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-025	MICHAEL Z & CHRIS G LAGDAMEO	OR CURRENT OCCUPANT	21853 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-057	SUMIT & PRATIKSHA SUNDRIYAL	OR CURRENT OCCUPANT	21855 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-026	NICETAS & EVELYN SAHAGUN	OR CURRENT OCCUPANT	21857 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-090	MARIA T TUZON SAGER	OR CURRENT OCCUPANT	21859 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-078	KARIN HAULE	OR CURRENT OCCUPANT	21860 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-027	DAVID J & YOHAN J JUN	OR CURRENT OCCUPANT	21861 PROPELLO DR #140	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-191	PAUL KOLKER	OR CURRENT OCCUPANT	21863 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-077	KAMBIZ VALAFAR	OR CURRENT OCCUPANT	21864 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-028	CORTNEY A & NICOLE W STELL	OR CURRENT OCCUPANT	21865 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-087	EUGENIO E & MARIA C TUZON	OR CURRENT OCCUPANT	21867 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-076	MICHAEL HALCOVICH	OR CURRENT OCCUPANT	21868 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-088	RAQUEL & ROCAEL E CAMARGO	OR CURRENT OCCUPANT	21871 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-110	STEPHEN M DUNKLE	OR CURRENT OCCUPANT	21872 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-030	JULIE A BUSTOS	OR CURRENT OCCUPANT	21873 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-031	AARON BANTEGUI	OR CURRENT OCCUPANT	21877 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-058	NENITA P TOLENTINO	OR CURRENT OCCUPANT	21879 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-027-072	JOSEPH B MERCADO	OR CURRENT OCCUPANT	21880 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-032	ANTHONY HERRERA	OR CURRENT OCCUPANT	21881 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-059	CHRISTIAN & JENNIFER ABAPO	OR CURRENT OCCUPANT	21883 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-107	FRANCISCO R & CECILIA G GOMEZ	OR CURRENT OCCUPANT	21884 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-073	EDUARDSON O & HAIZEL H MARQUEZ	OR CURRENT OCCUPANT	21884 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-033	GLENN L & NATALIE L HULSE	OR CURRENT OCCUPANT	21885 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-060	LEA A DYER	OR CURRENT OCCUPANT	21887 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-106	AGNES D & ERICSON FUGEN	OR CURRENT OCCUPANT	21888 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-074	DENNIS M BATTITORI	OR CURRENT OCCUPANT	21888 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-034	RAFAEL D & DOROTHY V JAVELLANA	OR CURRENT OCCUPANT	21889 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-095	CARL M KING	OR CURRENT OCCUPANT	21891 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-105	CYNTHIA E LEJEUNE	OR CURRENT OCCUPANT	21892 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-071	CECILIA & ARMANDO SANDOVAL	OR CURRENT OCCUPANT	21892 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-096	GREGORY VERBECK	OR CURRENT OCCUPANT	21895 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-116	SHARLA K CAMPFIELD	OR CURRENT OCCUPANT	21896 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-070	WENDY ST CLAIR	OR CURRENT OCCUPANT	21896 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-036	DEBORAH R PAULSEN	OR CURRENT OCCUPANT	21897 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-115	JERRY L & SUSAN E BUCKLEY	OR CURRENT OCCUPANT	21900 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-062	CHARLES A & CINDY V VERGEL DE DIOS	OR CURRENT OCCUPANT	21901 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-114	AILYNE HORST	OR CURRENT OCCUPANT	21904 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-063	NEWTON T & PRISCILLA MAGUWUDZE	OR CURRENT OCCUPANT	21905 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-113	FRANK O & KIMBERLY L MARTINEZ	OR CURRENT OCCUPANT	21908 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-112	SOHEIL BOROUSHAKI	OR CURRENT OCCUPANT	21912 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-065	JAFEE R ABITANG	OR CURRENT OCCUPANT	21913 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-111	TRITIA A GESTUVO	OR CURRENT OCCUPANT	21916 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-066	ALFONSO J & LISA M CORO	OR CURRENT OCCUPANT	21917 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-098	MICHAEL G DE BIE	OR CURRENT OCCUPANT	21919 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-067	RYAN R & MAYRA A HALVORSEN	OR CURRENT OCCUPANT	21921 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-099	MARIA SANCHEZ	OR CURRENT OCCUPANT	21923 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-186	FRANCISCO J & NEDRA A GUERRERO	OR CURRENT OCCUPANT	21924 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-083	ANDREW J & CHARLENE M PAPASTEPHANOU	OR CURRENT OCCUPANT	21925 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-100	LINN G & TRACY MELVIN	OR CURRENT OCCUPANT	21927 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-187	KARIN M ZBINDEN	OR CURRENT OCCUPANT	21928 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-084	WILLIAM D MCKARGE	OR CURRENT OCCUPANT	21929 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-101	PHILLIP & PAOLA MALINOSKI	OR CURRENT OCCUPANT	21931 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-184	CYNTHIA E LATA	OR CURRENT OCCUPANT	21932 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-085	CHRISTIAN E & KATHERINE SIOCO	OR CURRENT OCCUPANT	21933 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-086	PRAVEEN CHAUDHARY	OR CURRENT OCCUPANT	21937 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-182	MILTON & CLAUDIA I MARISCAL	OR CURRENT OCCUPANT	21940 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-087	REGINALD C & M PATRICIA S MARINAS	OR CURRENT OCCUPANT	21941 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-102	ROBERT K MACHARIA	OR CURRENT OCCUPANT	21943 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-103	BRUCE R & DAUN M MUIR	OR CURRENT OCCUPANT	21947 MOVEO DR #293	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-197	DAVID S & JULIANA V PETERS	OR CURRENT OCCUPANT	21948 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-104	BRETT SUSNITZKY	OR CURRENT OCCUPANT	21951 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-196	SHAWN & NATALIE MITCHELL	OR CURRENT OCCUPANT	21952 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-090	BEN C & ERLITS C GALINDO	OR CURRENT OCCUPANT	21953 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-188	JOSEPH & MARHARYTA LEVINE	OR CURRENT OCCUPANT	21955 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-195	J AARON DULLAS	OR CURRENT OCCUPANT	21956 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-091	ROGER J HO	OR CURRENT OCCUPANT	21957 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-189	SUNG HYOK CHUN	OR CURRENT OCCUPANT	21959 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-194	JUAN C RODRIGUEZ	OR CURRENT OCCUPANT	21960 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-092	JORA & MARIA AMIRKHANIAN	OR CURRENT OCCUPANT	21961 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-027-190	MIHAI D BORBELY	OR CURRENT OCCUPANT	21963 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-193	JILL R MEER	OR CURRENT OCCUPANT	21964 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-204	JEANETTE LEWIS	OR CURRENT OCCUPANT	21968 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-094	TIMOTHY A MCINTYRE	OR CURRENT OCCUPANT	21969 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-192	NICHOLAS P & LAURA C MARTIN	OR CURRENT OCCUPANT	21971 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-203	KARLA FISCAL ZATARAIN	OR CURRENT OCCUPANT	21972 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-151	JAMES & LAURA RENE	OR CURRENT OCCUPANT	21973 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-152	LORENA GONZALEZ	OR CURRENT OCCUPANT	21977 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-202	JUAN & ERICKA A SAGASTUME	OR CURRENT OCCUPANT	21978 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-153	BRANDON & LANA NUEMAN	OR CURRENT OCCUPANT	21981 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-154	RAFFI & NINA KAZANJIAN	OR CURRENT OCCUPANT	21985 PROPELLO DR #171	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-200	RAMESH N VARRE	OR CURRENT OCCUPANT	21986 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-155	MICHAEL RICANOR	OR CURRENT OCCUPANT	21989 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-199	STEPHANIE M JUDSON	OR CURRENT OCCUPANT	21990 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-156	NEIL F GRAF	OR CURRENT OCCUPANT	21991 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-210	JOSEPH D & KAITLY GRAVNING	OR CURRENT OCCUPANT	21994 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-157	HEATHER L & FRANK T HERRERA	OR CURRENT OCCUPANT	21995 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-209	BEATRICE C GARCIA	OR CURRENT OCCUPANT	21998 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-208	VIRGIL M & ELAINE A BASA	OR CURRENT OCCUPANT	22002 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-159	MELINDA R RUB	OR CURRENT OCCUPANT	22003 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-207	LUKE & MORIAH MONTILLA	OR CURRENT OCCUPANT	22006 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-160	TODD LOMBARDO	OR CURRENT OCCUPANT	22007 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-206	JONNIE ADJEI	OR CURRENT OCCUPANT	22010 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-161	JUAN A ARENAS	OR CURRENT OCCUPANT	22011 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-162	MARK A & ERIKA J DELA PENA	OR CURRENT OCCUPANT	22015 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-216	KEVIN BEHNKE	OR CURRENT OCCUPANT	22018 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-215	MATTHEW CRAWFORD	OR CURRENT OCCUPANT	22022 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-214	JOHN J & MARIELA E DEMAIO	OR CURRENT OCCUPANT	22026 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-165	BRIAN D & SHAWNA A LUBS	OR CURRENT OCCUPANT	22027 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-166	KRISTEN L MAYER	OR CURRENT OCCUPANT	22031 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-212	KATHLYN E O SHEA	OR CURRENT OCCUPANT	22034 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-167	STEVEN J COFIELD	OR CURRENT OCCUPANT	22035 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-168	ANA VEGA	OR CURRENT OCCUPANT	22039 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-169	JOSEPH S & JENNY Y PARK	OR CURRENT OCCUPANT	22043 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-170	JASON & MARIE GASTELUM	OR CURRENT OCCUPANT	22047 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-171	ERIC PRITCHETT	OR CURRENT OCCUPANT	22051 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-172	YOLANDA JOHNSON	OR CURRENT OCCUPANT	22055 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-244	LILIBETH S LOREZCO	OR CURRENT OCCUPANT	22058 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-173	ARMANDO S & CRISTINA M VERGARA	OR CURRENT OCCUPANT	22059 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-243	JACK D GARBETT	OR CURRENT OCCUPANT	22062 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-174	MICHAEL O & MIGUEL M YATCO	OR CURRENT OCCUPANT	22063 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-242	DANIEL R FRANKEL	OR CURRENT OCCUPANT	22066 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-175	JUMEL B & ODETTE I DAQUIOAG	OR CURRENT OCCUPANT	22067 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-241	MATTHEW CAVIN	OR CURRENT OCCUPANT	22070 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-176	FELICIANO PEREZ	OR CURRENT OCCUPANT	22071 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-240	ANDREA R & JAVIER PRECIADO	OR CURRENT OCCUPANT	22074 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-177	SAM T HO	OR CURRENT OCCUPANT	22075 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-239	JOHN W OGDEN	OR CURRENT OCCUPANT	22078 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-178	ALEXEY & ALEVTINA LI	OR CURRENT OCCUPANT	22079 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-238	MARIA L ESPINAS	OR CURRENT OCCUPANT	22082 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-179	DAIN & JOY BECKFORD	OR CURRENT OCCUPANT	22083 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-180	RYAN & AUDREY FITZGERALD	OR CURRENT OCCUPANT	22087 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

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2849-027-246	BRIAN T & JOLIE T LISENBY	OR CURRENT OCCUPANT	22091 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-247	RICARDO V & JO RIZZA T BERMILLO	OR CURRENT OCCUPANT	22095 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-248	ERICK N HUSTAD	OR CURRENT OCCUPANT	22099 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-250	LUIS & LESLIE HERMOSILLO	OR CURRENT OCCUPANT	22107 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-251	BRENT M & VICTORIA PASCHKE	OR CURRENT OCCUPANT	22111 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-252	MARILOU CALICA	OR CURRENT OCCUPANT	22115 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-253	KEONNA N GREEN	OR CURRENT OCCUPANT	22119 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-254	DANIEL & ELYSSA A ARROYO	OR CURRENT OCCUPANT	22123 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-011-018	RODEO LAND CO	OR CURRENT OCCUPANT	22500 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-109	WILLIAM V WILLIAMS	OR CURRENT OCCUPANT	23129 8TH ST	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2836-015-017	SANTA CLARITA REAL ESTATE HOLDINGS LLC	OR CURRENT OCCUPANT	23464 GLENRIDGE DR	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-021-020	NICK & SONIA STATHES	OR CURRENT OCCUPANT	23702 LA SALLE CANYON RD	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-198	SADDANATHAPILLAI & BHARATHY NESARAJAH	OR CURRENT OCCUPANT	23712 OAKHURST DR	SANTA CLARITA	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-158	JESSICA & JESSICA MICCICHE	OR CURRENT OCCUPANT	23802 VALLEY OAK CT	SANTA CLARITA	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2836-011-902	SANTA CLARITA CITY	OR CURRENT OCCUPANT	23920 VALENCIA BLVD #300	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-219	RAHA YAVARI	OR CURRENT OCCUPANT	24530 TOWN CENTER DR	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-043	EVAN B JONKER	OR CURRENT OCCUPANT	24855 QUIGLEY CANYON RD	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-097	MOHAMMED A & SHAHANARA B MINHAZ	OR CURRENT OCCUPANT	24992 SOUTHERN OAKS DR	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2836-023-020	JOEL D SCHECTER	OR CURRENT OCCUPANT	25009 OAKRIDGE RD	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-023	CHRISTOPHER M & COLLEEN S ODLE	OR CURRENT OCCUPANT	25011 RIVER WALK LN	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-038	HENRY RODRIGUEZ	OR CURRENT OCCUPANT	25060 AVENUE STANFORD #235	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-043-038	THULI ROGERS	OR CURRENT OCCUPANT	25560 NOVELA WAY	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2836-067-902	SANTA CLARITA CITY	OR CURRENT OCCUPANT	25663 AVENUE STANFORD	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2836-015-166	HOWARD R ZERBE	OR CURRENT OCCUPANT	26105 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-167	ARTHUR B & DENYSE D PONZIO	OR CURRENT OCCUPANT	26107 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-168	NICHOLAS E & FAITH E VANNOY	OR CURRENT OCCUPANT	26109 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-169	JORGE A GALVEZ	OR CURRENT OCCUPANT	26111 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-170	THOMAS MARTIN	OR CURRENT OCCUPANT	26115 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-171	SHANE T & CHRISTOPHER MORGAN E CAVETTE	OR CURRENT OCCUPANT	26133 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-172	CASSIE A & GINA M ROBERSON	OR CURRENT OCCUPANT	26135 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-173	ANTONIO A & LIZBETH ACUNA	OR CURRENT OCCUPANT	26137 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-174	NORMAN V SANCHEZ	OR CURRENT OCCUPANT	26139 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-182	EDWIN E OLMEDO	OR CURRENT OCCUPANT	26140 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-175	LUIS U ARANGO	OR CURRENT OCCUPANT	26141 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-181	MICHAEL A REARDON	OR CURRENT OCCUPANT	26142 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-176	CHRISTINE S & JOE N ROSELUND	OR CURRENT OCCUPANT	26143 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-193	FERNANDO SANCHEZ	OR CURRENT OCCUPANT	26144 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-177	ANGEL & KIMBERLY HERNANDEZ	OR CURRENT OCCUPANT	26145 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-192	CARRIE DITORO	OR CURRENT OCCUPANT	26146 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-178	AUBREY V & ELIZABETH MILLER	OR CURRENT OCCUPANT	26147 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-191	TYSON D PURSLEY	OR CURRENT OCCUPANT	26148 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-179	IVANOVA A JIMENEZ	OR CURRENT OCCUPANT	26149 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-190	STEVEN R & CYNTHIA A ANDERSON	OR CURRENT OCCUPANT	26150 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-189	MIGUEL LINARES	OR CURRENT OCCUPANT	26152 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-188	WILLIE S PADILLA	OR CURRENT OCCUPANT	26154 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-187	DAVID YENTES	OR CURRENT OCCUPANT	26156 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-224	JOSEPH A & JASMIN BUNAO	OR CURRENT OCCUPANT	26240 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-127	WILLIAM CABE	OR CURRENT OCCUPANT	26241 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-223	DENILSON R DIAS	OR CURRENT OCCUPANT	26242 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-128	STEVEN L GIZZI	OR CURRENT OCCUPANT	26243 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-222	BRYANT P WIECZOREK	OR CURRENT OCCUPANT	26244 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-130	MARK L WARE	OR CURRENT OCCUPANT	26247 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

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2849-027-125	PRIMA WAY PROJECT I LP	OR CURRENT OCCUPANT	26254 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-124	LANCE MORRISON	OR CURRENT OCCUPANT	26256 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-123	MICHELLE ZHAO	OR CURRENT OCCUPANT	26260 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-008	KX INTERNATIONAL LLC	OR CURRENT OCCUPANT	26261 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-122	SARAH HOLMES	OR CURRENT OCCUPANT	26262 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-121	KRISTIN D & DAVID T BLY	OR CURRENT OCCUPANT	26264 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-120	STEVEN C KASSEL	OR CURRENT OCCUPANT	26266 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-039	MELISSA A LEE	OR CURRENT OCCUPANT	26267 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-249	SOM A AUEPONGPAN	OR CURRENT OCCUPANT	26535 OAK TERRACE PL	VALENCIA	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-221	MARIA L LEGASPI	OR CURRENT OCCUPANT	2701 SMOKEY MOUNTAIN DR	OXNARD	CA	93036		CP_CanyonArea	1-PROPERTY OWNER
2849-027-088	ARVIN B ASUNCION	OR CURRENT OCCUPANT	2714 ARBOR LN	ONTARIO	CA	91762		CP_CanyonArea	1-PROPERTY OWNER
2849-027-205	NICHOLAS A & ALEX GILINETS	OR CURRENT OCCUPANT	27305 W LIVE OAK RD #A607	CASTAIC	CA	91384		CP_CanyonArea	1-PROPERTY OWNER
2849-027-211	JAMES & BRENDA PICCIRILLO	OR CURRENT OCCUPANT	27366 CHESHIRE LN	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2836-015-026	BETTY J OLDFIELD	OR CURRENT OCCUPANT	27441 CLEARLAKE DR	CANYON COUNTRY	CA	91387		CP_CanyonArea	1-PROPERTY OWNER
2849-027-079	RTA PROPERTIES LLC	OR CURRENT OCCUPANT	27704 AVENUE SCOTT	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-093	ROBERT J & CYNTHIA F DORFMANN	OR CURRENT OCCUPANT	27943 SECO CANYON RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-227	RAFAEL MACIAS	OR CURRENT OCCUPANT	29284 MISSION TRAIL LN	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2849-043-037	JOSHUA M GREENGARD	OR CURRENT OCCUPANT	29330 CALLE PRIMAVERA	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2849-027-041	DEBRA E MCCLENDON	OR CURRENT OCCUPANT	3304 FERN AVE	PALMDALE	CA	93550		CP_CanyonArea	1-PROPERTY OWNER
2836-015-030	CLARITA TRIANGLE LLC	OR CURRENT OCCUPANT	3807 SIERRA HWY #215	ACTON	CA	93510		CP_CanyonArea	1-PROPERTY OWNER
2836-015-021	OJAI OIL CO	OR CURRENT OCCUPANT	400 W VENTURA BLVD #100	CAMARILLO	CA	93010		CP_CanyonArea	1-PROPERTY OWNER
2836-015-024	SAUGUS WAREHOUSE LLC	OR CURRENT OCCUPANT	41 PORTALON CT	LADERA RANCH	CA	92694		CP_CanyonArea	1-PROPERTY OWNER
2849-021-018	GREENBRIER ASSOCIATES LTD	OR CURRENT OCCUPANT	501 S BEVERLY DR #100	BEVERLY HILLS	CA	90212		CP_CanyonArea	1-PROPERTY OWNER
2849-043-027	RONALD & OTILIA J INCONTRO	OR CURRENT OCCUPANT	5802 BOB BULLOCK LOOP #C1	LAREDO	TX	78041		CP_CanyonArea	1-PROPERTY OWNER
2849-027-108	MIRIAM HA	OR CURRENT OCCUPANT	5873 SATURN ST	LOS ANGELES	CA	90019		CP_CanyonArea	1-PROPERTY OWNER
2849-021-017	GROWTH TREE PROPERTIES LLC	OR CURRENT OCCUPANT	6360 VIA ESCONDIDO DR	MALIBU	CA	90265		CP_CanyonArea	1-PROPERTY OWNER
2849-027-089	SHANE VALENCIA	OR CURRENT OCCUPANT	8051 KATHERINE AVE	PANORAMA CITY	CA	91402		CP_CanyonArea	1-PROPERTY OWNER
2849-027-069	NEIL R PATAK	OR CURRENT OCCUPANT	9127 BALLARD DR	CHATSWORTH	CA	91311		CP_CanyonArea	1-PROPERTY OWNER
2849-027-164	JOE E & MARLENE N BARNES	OR CURRENT OCCUPANT	9160 STEPHENSON LN	HEMET	CA	92545		CP_CanyonArea	1-PROPERTY OWNER
2849-021-012	KINGPIN PROPERTIES LLC	OR CURRENT OCCUPANT	923 EMERALD BAY	LAGUNA BEACH	CA	92651		CP_CanyonArea	1-PROPERTY OWNER
2849-027-136	JEFFERY D SNELL	OR CURRENT OCCUPANT	9838 NEVADA AVE	CHATSWORTH	CA	91311		CP_CanyonArea	1-PROPERTY OWNER
2836-015-004	PERRICONE HERITAGE PROPERTIES LLC	OR CURRENT OCCUPANT	PO BOX 21845	LOS ANGELES	CA	90021		CP_CanyonArea	1-PROPERTY OWNER
2849-027-149	ALEX F & JULIETA B KIRKPATRICK	OR CURRENT OCCUPANT	PO BOX 3424	BURBANK	CA	91508		CP_CanyonArea	1-PROPERTY OWNER
2849-027-144	CARL P & PATRICIA A OLSON	OR CURRENT OCCUPANT	PO BOX 800849	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2849-043-091	PAUL KOLKER	OR CURRENT OCCUPANT	PO BOX 802002	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2849-027-245	DANNIELLE D LOCKE	OR CURRENT OCCUPANT	PO BOX 802041	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2836-011-909	LAKE WATER AGENCY CASTAIC	OR CURRENT OCCUPANT	PO BOX 903	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
	CURRENT OCCUPANT		21425 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2657	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21445 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2657	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21500 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21515 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2928	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21516 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21548 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21613 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2660	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21615 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2660	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21648 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2614	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21700 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2616	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21701 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21704 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	5833	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21705 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21708 PROPELLO DR	SANTA CLARITA	CA	91350	8541	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21709 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		21709 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21713 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21717 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21721 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21723 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21725 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21727 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21729 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21731 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21732 PROPELLO DR	SANTA CLARITA	CA	91350	8541	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21733 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21735 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21737 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21738 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21739 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21741 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21742 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21745 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21746 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21746 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21747 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21750 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21750 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21751 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21753 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21755 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21757 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21758 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21758 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21759 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21761 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21762 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21762 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21763 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21765 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21766 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21767 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21769 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21770 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21771 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21773 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21775 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21779 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21781 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21785 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21789 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21793 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21824 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21829 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21832 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		21833 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21837 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21841 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21844 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21845 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21849 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21851 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21856 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21861 BENE DR	SANTA CLARITA	CA	91350	8540	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21861 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21869 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21875 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21876 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21880 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21893 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21896 MOVEO DRIVE	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21899 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21900 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21900 PROPELLO DR	SANTA CLARITA	CA	91350	8545	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21904 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21908 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21909 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21912 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21920 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21936 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21944 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21945 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21944 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21945 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21947 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21949 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21965 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21967 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21982 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21985 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21999 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22014 MOVEO DR	SANTA CLARITA	CA	91350	8553	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22019 PROPELLO DR	SANTA CLARITA	CA	91350	8548	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22023 PROPELLO DR	SANTA CLARITA	CA	91350	8548	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22030 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22038 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22054 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22103 PROPELLO DR	SANTA CLARITA	CA	91350	8549	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22116 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2627	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22606 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2628	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22722 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22750 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22840 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26245 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26246 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26248 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26250 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26253 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26255 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		26263 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26265 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	BUSINESS OWNER OR OCCUPANT		21400 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21401 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21402 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21402 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21403 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21403 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 ACANTHUS WAY	SANTA CLARITA	CA	91350	2602	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 ACANTHUS WAY	SANTA CLARITA	CA	91350	2602	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21408 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21409 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21409 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21411 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21412 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21412 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21413 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21413 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21414 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21415 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21415 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21416 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21416 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21422 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT

	CURRENT OCCUPANT		21422 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21422 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21429 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21429 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21430 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21430 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21430 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21435 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21435 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		21440 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21442 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21442 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21442 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21444 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21444 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21444 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21445 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21445 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21446 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21446 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21447 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21450 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21452 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 101	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 102	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 104	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 105	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 109	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 111	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 112	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 113	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 115	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 116	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 117	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 118	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 120	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21530 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21546 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21554 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 101	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 102	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 101	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 106	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 107	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 108	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 109	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 201	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 202	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 203	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 204	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 205	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 206	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 207	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 102	SANTA CLARITA	CA	91350	2926	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	2933	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	2934	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 105	SANTA CLARITA	CA	91350	2935	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 106	SANTA CLARITA	CA	91350	5834	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 108	SANTA CLARITA	CA	91350	5834	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 120	SANTA CLARITA	CA	91350	5835	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 129	SANTA CLARITA	CA	91350	5835	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 201	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 202	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 207	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 300	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 301	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 302	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 305	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 306	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 307	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 403	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 405	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 425	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21721 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21727 CANDELA DR	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21739 CANDELA DR	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21749 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21753 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21757 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21761 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21777 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21801 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22234 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2654	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22770 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22800 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22802 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22804 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22806 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22808 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22810 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22820 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22822 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22824 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22830 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26120 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26122 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26124 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26126 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26130 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26132 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26401 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26402 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT

	CURRENT OCCUPANT		26402 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26403 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26403 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26404 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26404 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 GOLDENROD WAY	SANTA CLARITA	CA	91350	2611	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26406 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26407 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26408 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26408 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26409 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26409 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26410 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26410 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26411 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26412 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26412 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26413 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26414 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26415 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26415 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26416 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26417 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26417 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26418 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26419 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26420 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26421 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26422 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26424 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26428 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
2453-011-029	C AND P PROPERTIES NO 1	OR CURRENT OCCUPANT	101 S 1ST ST 400	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-007-019	BCH ENTERPRISES	OR CURRENT OCCUPANT	110 W OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-006-803	SPRINT COMMUNICATIONS CO L P E 2014-19-1 PAR 1	OR CURRENT OCCUPANT	1200 MAIN ST	KANSAS CITY	MO	64105		Downtown Burbank	1-PROPERTY OWNER
2451-006-025	FSBP LP	OR CURRENT OCCUPANT	18403 VENTURA BLVD	TARZANA	CA	91356		Downtown Burbank	1-PROPERTY OWNER
2451-006-909	BURBANK CITY	OR CURRENT OCCUPANT	233 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-006-907	BURBANK CITY	OR CURRENT OCCUPANT	275 E OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-010-903	BURBANK CITY	OR CURRENT OCCUPANT	375 E OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2453-011-031	DEL REY PROPERTIES LLC	OR CURRENT OCCUPANT	480 W RIVERSIDE DR	BURBANK	CA	91506		Downtown Burbank	1-PROPERTY OWNER
2453-004-024	LILAH TOV LLC	OR CURRENT OCCUPANT	60 E ROCKINGHORSE RD	RANCHO PALOS VERD	CA	90275		Downtown Burbank	1-PROPERTY OWNER
	CURRENT OCCUPANT		100 S FLOWER ST	BURBANK	CA	91502	2122	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		101 S 1ST ST #400	BURBANK	CA	91502	1938	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		111 N 1ST ST	BURBANK	CA	91502	1864	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		115 N 1ST ST	BURBANK	CA	91502	1856	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		117 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		170 S FLOWER ST	BURBANK	CA	91502	2122	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		211 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		33 E ORANGE GROVE AVE	BURBANK	CA	91502	1800	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		5 W OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	2-SITUS
5435-001-012	DIONISIO & OLIVIA LLAMAS	OR CURRENT OCCUPANT	1051 SANBORN AVE	LOS ANGELES	CA	90029		Glendale	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

5640-030-023	ALLEGRO CAPITAL PARTNERS LLC	OR CURRENT OCCUPANT	1111 N BRAND BLVD #200	GLENDALE	CA	91202		Glendale	1-PROPERTY OWNER
5435-002-002	ABGAR ARTENYAN	OR CURRENT OCCUPANT	1168 IRVING AVE	GLENDALE	CA	91201		Glendale	1-PROPERTY OWNER
5435-002-012	ROBERTO F & NELLY S OLIVA	OR CURRENT OCCUPANT	1203 N MYERS ST	BURBANK	CA	91506		Glendale	1-PROPERTY OWNER
5640-031-022	ALBERT & CHRISTINA KAZANCHYAN	OR CURRENT OCCUPANT	1448 E VIA CORSICA PL	FRESNO	CA	93730		Glendale	1-PROPERTY OWNER
5640-030-026	ELBO STUDIOS LLC	OR CURRENT OCCUPANT	15760 VENTURA BLVD #1750	ENCINO	CA	91436		Glendale	1-PROPERTY OWNER
5640-031-902	GLENDALE CITY	OR CURRENT OCCUPANT	1627 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-032	JEFFERY L WHITE	OR CURRENT OCCUPANT	1631 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-913	GLENDALE CITY	OR CURRENT OCCUPANT	1643 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-916	GLENDALE CITY	OR CURRENT OCCUPANT	1703 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-032-014	GERALD A & ANN C THOMAS	OR CURRENT OCCUPANT	17032 KOMORI CIR	GARDENA	CA	90247		Glendale	1-PROPERTY OWNER
5640-031-917	GLENDALE CITY	OR CURRENT OCCUPANT	1711 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-907	GLENDALE CITY	OR CURRENT OCCUPANT	1719 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-029	DEBORAH M KING	OR CURRENT OCCUPANT	1725 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-033-024	GARDENA MIRALOMA LLC	OR CURRENT OCCUPANT	1736 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-042-907	GLENDALE CITY	OR CURRENT OCCUPANT	1749 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-030-015	KO PROPERTIES LLC	OR CURRENT OCCUPANT	1835 DANA ST	GLENDALE	CA	91201		Glendale	1-PROPERTY OWNER
5435-001-016	DANIEL J & MARINA C HARRIS	OR CURRENT OCCUPANT	2639 LUDER AVE	EL MONTE	CA	91733		Glendale	1-PROPERTY OWNER
5435-001-021	STOR IT ALL SELF STORAGE LLC	OR CURRENT OCCUPANT	2870 LOS FELIZ PL	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5640-030-009	PASTOR C & PRESENTACION B MADOLORA	OR CURRENT OCCUPANT	334 EL BONITO AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-032-010	KEFALONIA HOLDINGS LLC	OR CURRENT OCCUPANT	346 W CERRITOS AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5435-002-009	SERAFIN T & CORAZON T SAN JUAN	OR CURRENT OCCUPANT	3479 GLENALBYN DR	LOS ANGELES	CA	90065		Glendale	1-PROPERTY OWNER
5640-031-914	GLENDALE CITY	OR CURRENT OCCUPANT	365 W CERRITOS AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5435-001-011	OSCAR R RODRIGUEZ	OR CURRENT OCCUPANT	3713 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-018	ARLEEN C ARAYATA	OR CURRENT OCCUPANT	3721 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-025	BARBARA & CONRAD MIRANDA	OR CURRENT OCCUPANT	3728 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-013	JAMIE L ARSENAULT	OR CURRENT OCCUPANT	3729 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-024	ROBERT E COLVETT	OR CURRENT OCCUPANT	3732 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-014	ANDREW G PETERSON	OR CURRENT OCCUPANT	3733 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-023	LETICIA V MENDOZA	OR CURRENT OCCUPANT	3738 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-022	STUART MYERS	OR CURRENT OCCUPANT	3744 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-002	JENNIFER M TAPIA	OR CURRENT OCCUPANT	3806 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-004	CARLOS E & SELMA I PUMA	OR CURRENT OCCUPANT	3811 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-004	ANNA M MORENO	OR CURRENT OCCUPANT	3816 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-005	RONALDO B & ELEANOR A DEGUZMAN	OR CURRENT OCCUPANT	3817 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-005	CARLOS E & TERESITA D ORTEGA	OR CURRENT OCCUPANT	3820 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-006	FLOR M MARIN	OR CURRENT OCCUPANT	3821 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-006	SALVADOR & CARLOTA MATA	OR CURRENT OCCUPANT	3824 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-007	JOSE D & MARIA G COTA	OR CURRENT OCCUPANT	3825 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-007	JILL RUBIN	OR CURRENT OCCUPANT	3828 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-008	ANNABELLE P ABERIN	OR CURRENT OCCUPANT	3829 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-008	ANOUSH K TOPIKIAN	OR CURRENT OCCUPANT	3832 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-010	MARCO A NAVARRO	OR CURRENT OCCUPANT	3837 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-011	VARDUHI & ZOHRAB ARDJIAN	OR CURRENT OCCUPANT	3841 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-013	JORGE V & LYDIA SANTANA	OR CURRENT OCCUPANT	3849 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5640-030-016	BRUCE & WANDA JACOBSON	OR CURRENT OCCUPANT	4725 SCENIC PINE TRL	CONCORD	NC	28025		Glendale	1-PROPERTY OWNER
5435-005-003	TETLO EMMEN	OR CURRENT OCCUPANT	5545 KONYA DR	TORRANCE	CA	90503		Glendale	1-PROPERTY OWNER
5640-031-904	GLENDALE CITY	OR CURRENT OCCUPANT	613 E BROADWAY #110	GLENDALE	CA	91206		Glendale	1-PROPERTY OWNER
5435-001-015	RICHARD & AGNES THALER	OR CURRENT OCCUPANT	740 ADELAIDE PL	SANTA MONICA	CA	90402		Glendale	1-PROPERTY OWNER
5640-032-016	MDM PROPERTIES AND INVESTMENTS II LLC	OR CURRENT OCCUPANT	8033 W SUNSET BLVD PMB495	LOS ANGELES	CA	90046		Glendale	1-PROPERTY OWNER
5435-002-003	SUEY QUAN	OR CURRENT OCCUPANT	8507 BERGER AVE	PLAYA DEL REY	CA	90293		Glendale	1-PROPERTY OWNER
5435-005-001	VASSILIS MITSICOURIDES	OR CURRENT OCCUPANT	PO BOX 250361	GLENDALE	CA	91225		Glendale	1-PROPERTY OWNER
5435-002-001	MERCEDES VAZQUEZ	OR CURRENT OCCUPANT	PO BOX 39394	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER

	CURRENT OCCUPANT		1617 GARDENA AVE	GLENDALE	CA	91204	2713	Glendale	2-SITUS
	CURRENT OCCUPANT		1623 GARDENA AVE	GLENDALE	CA	91204	2713	Glendale	2-SITUS
	CURRENT OCCUPANT		1713 GARDENA AV	GLENDALE	CA	91204		Glendale	2-SITUS
	CURRENT OCCUPANT		1733 GARDENA AVE	GLENDALE	CA	91204	2943	Glendale	2-SITUS
	CURRENT OCCUPANT		1741 GARDENA AVE	GLENDALE	CA	91204	2993	Glendale	2-SITUS
	CURRENT OCCUPANT		2856 LOS FELIZ PL	LOS ANGELES	CA	90039	1633	Glendale	2-SITUS
	CURRENT OCCUPANT		332 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	2-SITUS
	CURRENT OCCUPANT		333 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		335 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		336 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	2-SITUS
	CURRENT OCCUPANT		337 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		338 EL BONITO AVE	GLENDALE	CA	91204	2708	Glendale	2-SITUS
	CURRENT OCCUPANT		341 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		344 MIRA LOMA AVE	GLENDALE	CA	91204	2913	Glendale	2-SITUS
	CURRENT OCCUPANT		345 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		345 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		3450 SENECA CT	LOS ANGELES	CA	90039		Glendale	2-SITUS
	CURRENT OCCUPANT		3723 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3737 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3745 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3749 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3802 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3803 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3807 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3812 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3830 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3833 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3845 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	BUSINESS OWNER OR OCCUPANT		1745 GARDENA AVE LBBY	GLENDALE	CA	91204	2943	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		319 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		320 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		323 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		324 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		325 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		325 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		329 1/2 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		329 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		329 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		330 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		331 1/2 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		331 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		337 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3702 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3703 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3706 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3707 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3708 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3712 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3714 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3716 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3717 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT

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	CURRENT OCCUPANT		3722 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3723 1/2 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3739 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3747 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3803 1/2 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3807 1/2 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3809 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3812 1/2 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3818 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3836 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3840 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3844 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3848 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3852 1/2 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3852 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3853 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3856 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3857 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3858 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3860 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3861 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3864 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3867 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3870 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3871 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3873 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3877 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3879 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		400 W CERRITOS AVE	GLENDALE	CA	91204	2706	Glendale	3-OCCUPANT
3132-010-900	LANCASTER CITY HOUSING AUTHORITY	OR CURRENT OCCUPANT	44933 N FERN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-900	LANCASTER CITY	OR CURRENT OCCUPANT	44933 N FERN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-009	BUCKEYE GAS PRODUCTS CO L P	OR CURRENT OCCUPANT	1 LIBERTY PLAZA	LIBERTY	MO	64068		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-039	MENTAL HEALTH AMERICA OF	OR CURRENT OCCUPANT	100 W BROADWAY #5010	LONG BEACH	CA	90802		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-029	FERNANDO SANTA CRUZ	OR CURRENT OCCUPANT	1018 HARDING AVE	SAN FERNANDO	CA	91340		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-034	JORGE L & LETICIA HOLQUIN	OR CURRENT OCCUPANT	10463 TELFAIR AVE	PACOIMA	CA	91331		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-011	COYLE TIMOTHY O CO TR	OR CURRENT OCCUPANT	10714 YUCCA AVE	ROSAMOND	CA	93560		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-029	BILL MECK	OR CURRENT OCCUPANT	11027 LIMERICK AVE	CHATSWORTH	CA	91311		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-015	SHIU CHIU WONG	OR CURRENT OCCUPANT	11033 FREER ST	TEMPLE CITY	CA	91780		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-006	JASON & CHARLENE LASH	OR CURRENT OCCUPANT	11137 VALLEY SPRING LN	TOLUCA LAKE	CA	91602		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-031	VIPER ENTERPRISES INC	OR CURRENT OCCUPANT	1130 AUTO MALL DR	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-041	ANTHONY R SANTANA	OR CURRENT OCCUPANT	11458 BURBANK BLVD #7	NORTH HOLLYWOOD	CA	91601		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-011	LANETTE LAVENDER	OR CURRENT OCCUPANT	1146 W 89TH ST	LOS ANGELES	CA	90044		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-021	BRENDA ROGERS	OR CURRENT OCCUPANT	11614 SEQUOIA SPRINGS RD	CALIENTE	CA	93518		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-024	PYONG S & CHONG S CHOE	OR CURRENT OCCUPANT	11909 DARBY AVE	NORTHRIDGE	CA	91326		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-015	AICHEN AISON HSU	OR CURRENT OCCUPANT	120 TOPEKA AVE	SAN JOSE	CA	95128		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-032	TCM LEWIS ENTERPRISES	OR CURRENT OCCUPANT	1201 E NAVAJO ST	BARSTOW	CA	92311		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-014	BETH P LETTERMAN	OR CURRENT OCCUPANT	1230 WESTHOLME AVE	LOS ANGELES	CA	90024		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-049	FOUAD & JUMANA KHOURY	OR CURRENT OCCUPANT	12321 JEREMY PL	GRANADA HILLS	CA	91344		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-016	CONCEPCION C BARADI	OR CURRENT OCCUPANT	1233 N NEW HAMPSHIRE AVE #12	LOS ANGELES	CA	90029		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-023	DARRYL D DUSZYNSKI	OR CURRENT OCCUPANT	1271 W NORBERRY ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-004	ROTIMI LAWANI	OR CURRENT OCCUPANT	1277 W WABASH ST	RIALTO	CA	92376		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-036	DONALD R & FLORENCE SAMMONS	OR CURRENT OCCUPANT	1289 BOYDEN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER

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3138-018-021	JOSE L RAMIREZ	OR CURRENT OCCUPANT	13052 EUSTACE ST	PACOIMA	CA	91331		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-053	RAFAEL & MARIA T ALEJANDRE	OR CURRENT OCCUPANT	1310 CAREN CT	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-035	JENNIFER M BARNES	OR CURRENT OCCUPANT	1331 E 7TH ST	LOS ANGELES	CA	90021		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-025	NARINE GAREGINYAN	OR CURRENT OCCUPANT	13567 VALERIO ST #A	VAN NUYS	CA	91405		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-015	ALFREDO GALLEGOS	OR CURRENT OCCUPANT	1359 W AVENUE L8	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-028	RENATO C DALUMPINES	OR CURRENT OCCUPANT	14049 BURTON ST	PANORAMA CITY	CA	91402		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-041	HAGOP J BALYAN	OR CURRENT OCCUPANT	14932 OXNARD ST	VAN NUYS	CA	91411		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-004	CHARLES L LOVERIDGE	OR CURRENT OCCUPANT	15 CROWS NEST LN	MARSHFIELD	MA	2050		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-022	DAROLD M SHIRWO	OR CURRENT OCCUPANT	15130 VENTURA BLVD #322	SHERMAN OAKS	CA	91403		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-018	LUSYA TIFLISYAN	OR CURRENT OCCUPANT	1545 TIGERTAIL CT	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-036	JOSE BARRERA	OR CURRENT OCCUPANT	1559 W AVENUE L4	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-033	MOHAMMED ALHYRABA	OR CURRENT OCCUPANT	15901 27TH DR SE	MILL CREEK	WA	98012		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-048	MAMIAN EMMA DECD EST OF	OR CURRENT OCCUPANT	16133 VENTURA BLVD #1175	ENCINO	CA	91436		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-042	FURBUSHED INC	OR CURRENT OCCUPANT	16205 VALEPORT AVE	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-020	ROBERT F & GENEVIEVE C SHARROW	OR CURRENT OCCUPANT	1621 MONTE VISTA ST	PASADENA	CA	91106		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-018	GUO QIAO	OR CURRENT OCCUPANT	1650 BOREL PL #105	SAN MATEO	CA	94402		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-049	LANDAKER INVESTMENTS LLC	OR CURRENT OCCUPANT	16510 RIDGE FIELD DR	RIVERSIDE	CA	92503		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-042	ERLINDA C GOLDSBERRY	OR CURRENT OCCUPANT	16636 PARSLEY LN	FONTANA	CA	92337		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-014	ELIZABETH A BRYANT	OR CURRENT OCCUPANT	1700 E JOYCE DR	PALM SPRINGS	CA	92262		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-003	FARIS H HADDAD	OR CURRENT OCCUPANT	17046 CANVAS ST	CANYON COUNTRY	CA	91387		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-020	WILLIAM K FONG	OR CURRENT OCCUPANT	1722 41ST AVE	SAN FRANCISCO	CA	94122		LancasterTerminalAre	1-PROPERTY OWNER
3134-004-043	LAUREL CREST LP	OR CURRENT OCCUPANT	17701 COWAN #200	IRVINE	CA	92614		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-001	NASSAR GROUP ADVISORS LLC	OR CURRENT OCCUPANT	1820 S FLOYD CT	LA HABRA	CA	90631		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-032	330 PILLSBURY INC	OR CURRENT OCCUPANT	1822 MELWOOD DR	GLENDALE	CA	91207		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-016	DIBATECH INC	OR CURRENT OCCUPANT	18251 VALLEY VISTA BLVD	TARZANA	CA	91356		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-022	TERRY & THELMA J HARRIS	OR CURRENT OCCUPANT	1832 GRAND VIEW DR	OAKLAND	CA	94618		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-011	FOREIGN SPECIALIST HOLDINGS LLC	OR CURRENT OCCUPANT	18375 VENTURA BLVD #211	TARZANA	CA	91356		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-034	MARTIN O & CRISTINA O MONZON	OR CURRENT OCCUPANT	1847 ARBUCKLE WAY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-032	HENRY C BOOKER	OR CURRENT OCCUPANT	18525 W AVENUE E4	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-019	HYE JUNG LEE	OR CURRENT OCCUPANT	18708 TULSA ST	PORTER RANCH	CA	91326		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-012	L AND L NGHIEM ENTERPRISES LLC	OR CURRENT OCCUPANT	20402 KELVINGROVE LN	HUNTINGTON BEACH	CA	92646		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-031	ROGER & JUDY POOLEY	OR CURRENT OCCUPANT	2055 W AVENUE M12	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-043	HERMAN A SCHMIDT	OR CURRENT OCCUPANT	2072 ARLINGTON DR N	ANCHORAGE	AK	99517		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-016	J AND L CARRIER OPPORTUNITY ZONE	OR CURRENT OCCUPANT	21049 NASHVILLE ST	CHATSWORTH	CA	91311		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-023	ISAIAH ROBERTS	OR CURRENT OCCUPANT	21295 DESERT JADE CIR #52	CALIFORNIA CITY	CA	93505		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-033	CHARLES & RICHARD S CORDES	OR CURRENT OCCUPANT	21400 OLD TOWN RD	TEHACHAPI	CA	93561		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-046	NORAIR H MAMIAN	OR CURRENT OCCUPANT	22 STAGECOACH RD	BELL CANYON	CA	91307		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-027	YONATHAN F PANIAGUA	OR CURRENT OCCUPANT	220 E AVENUE J7	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-048	ALEXANDRIA HOLDINGS LLC	OR CURRENT OCCUPANT	22036 PARVIN DR	SANTA CLARITA	CA	91350		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-025	REALTY INCOME TRUST 4	OR CURRENT OCCUPANT	222 E 5TH ST	TUCSON	AZ	85705		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-027	MAU MA	OR CURRENT OCCUPANT	22226 EVENING STAR CT	SANTA CLARITA	CA	91390		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-003	MAJID H JAVADI	OR CURRENT OCCUPANT	22717 LEONORA DR	WOODLAND HILLS	CA	91367		LancasterTerminalAre	1-PROPERTY OWNER
3132-015-070	GRAYMAR INC	OR CURRENT OCCUPANT	24 HAMMOND	IRVINE	CA	92618		LancasterTerminalAre	1-PROPERTY OWNER
3132-015-062	GRAYMAR INC	OR CURRENT OCCUPANT	24 HAMMOND #C	IRVINE	CA	92618		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-033	GREG & PAMELA ROMEKA	OR CURRENT OCCUPANT	24814 LAURELCREST LN	STEVENSON RANCH	CA	91381		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-015	JOHN J & KRISSA L CATALANO	OR CURRENT OCCUPANT	24950 OLD STONE WAY	STEVENSON RANCH	CA	91381		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-037	FRANK MCHUGH	OR CURRENT OCCUPANT	25 S RAYMOND AVE #319	ALHAMBRA	CA	91801		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-030	F LORAY P SIMER	OR CURRENT OCCUPANT	2505 CHARLOTTESVILLE DR	COLORADO SPRINGS	CO	80922		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-019	HELEN YBARRA	OR CURRENT OCCUPANT	2554 COLUMBIA WAY	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-053	MARK D & LINDA S ELLISON	OR CURRENT OCCUPANT	2557 STILL MEADOW LN	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-013	HELEN M SILO	OR CURRENT OCCUPANT	2604 REYNIER AVE	LOS ANGELES	CA	90034		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-008	ARTURO RESENDEZ	OR CURRENT OCCUPANT	28233 KENTON LN	SANTA CLARITA	CA	91350		LancasterTerminalAre	1-PROPERTY OWNER

3138-020-011	PHILLIP D COLLINS	OR CURRENT OCCUPANT	2970 CRICKET CLUB CT	ROCKLIN	CA	95765		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-025	PATRICK YOMBA	OR CURRENT OCCUPANT	3060 EMERALD LN	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-004	SCOTT A BENNER	OR CURRENT OCCUPANT	310 NICOBAR ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-005	HONORIO & MARTHA NAVARRETE	OR CURRENT OCCUPANT	312 W NORBERRY ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-035	FENG QING ZHANG	OR CURRENT OCCUPANT	3157 SEVILLE AVE	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-036	JOHN S CHRISTIE	OR CURRENT OCCUPANT	31885 SADDLETREE DR	WESTLAKE VILLAGE	CA	91361		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-011	KIMNEE LIM	OR CURRENT OCCUPANT	32425 AQUA VISTA DR	RANCHO PALOS VERD	CA	90275		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-037	SALVADOR D MARTINEZ	OR CURRENT OCCUPANT	3249 MONTE CARLO CT	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-034	DENNIS P & SHELLEY M KINSEY	OR CURRENT OCCUPANT	325 W PONDERA ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-027	GUSTAVO G CAMACHO	OR CURRENT OCCUPANT	3251 CAMINO DEL SUR	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-009	THOMAS E HARRIS	OR CURRENT OCCUPANT	332 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-016	MIGUEL MERCADO	OR CURRENT OCCUPANT	337 C ST	FILLMORE	CA	93015		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-025	J ANTONIO & YOANA C GARCIA	OR CURRENT OCCUPANT	3410 CLUB DR #5	LOS ANGELES	CA	90064		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-032	DOUGLAS RUCAL	OR CURRENT OCCUPANT	3427 KALLIN AVE	LONG BEACH	CA	90808		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-049	SANDY L & KELLY M HAMLET	OR CURRENT OCCUPANT	34725 KATHERINEL AVE	ACTON	CA	93510		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-005	BURCKLE ERIC A CO TR	OR CURRENT OCCUPANT	3517 E FALCON RIDGE CT	COEUR D ALENE	ID	83814		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-012	KIMNEE LIM	OR CURRENT OCCUPANT	364 LOIS LN	SAN PEDRO	CA	90732		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-029	VICTOR PULIDO	OR CURRENT OCCUPANT	38034 42ND ST E	PALMDALE	CA	93552		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-018	ESMIK I BOLANDI	OR CURRENT OCCUPANT	38821 YUCCA TREE ST	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-018	GLENN D BEYER	OR CURRENT OCCUPANT	39201 CHALFONT LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-020	AHMAD A MAADARANI	OR CURRENT OCCUPANT	39440 CHANTILLY LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-021	HAROUT & LUSINE MKRTCHIAN	OR CURRENT OCCUPANT	39519 CHANTILLY LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-035-016	FERNANDEZ HEWIL CO TR	OR CURRENT OCCUPANT	3977 DENKER AVE	LOS ANGELES	CA	90062		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-015	ALI & HANIFE MAHABADY	OR CURRENT OCCUPANT	39919 WESTCLIFF ST	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-010	RICHARD C & APRIL BARTLETT	OR CURRENT OCCUPANT	40065 90TH ST W	LEONA VALLEY	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-016	DAVIS SIBS INC	OR CURRENT OCCUPANT	4025 DON IBARRA PL	LOS ANGELES	CA	90008		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-012	GLADYS E HORN	OR CURRENT OCCUPANT	40458 11TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-035	HYONG S CHOE	OR CURRENT OCCUPANT	40646 12TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-015	CHRISTOPHER BEATTY	OR CURRENT OCCUPANT	41104 20TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-010	VICTOR LEASING CO	OR CURRENT OCCUPANT	4200 EASTON DR #5	BAKERSFIELD	CA	93309		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-021	HERMAN FAMILY PROPERTIES LLC	OR CURRENT OCCUPANT	423 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-020	ELISA B BLANCO	OR CURRENT OCCUPANT	42834 17TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-900	REDEVELOPMENT AGENCY OF NCASTER CITY	OR CURRENT OCCUPANT	4317 NORVAL AVE	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-032	NELSON & FRANCISCA G ARELLANO	OR CURRENT OCCUPANT	43331 18TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-039	YONG XU	OR CURRENT OCCUPANT	43360 NEWPORT DR	FREMONT	CA	94538		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-001	ANDREW A DUMAS	OR CURRENT OCCUPANT	43636 DEVYN LN	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-001	ELFAGO GOMEZ	OR CURRENT OCCUPANT	43657 RIALTO DR	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-008	ROBERT M DENNIS	OR CURRENT OCCUPANT	43770 15TH ST W #300	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-023	MARY L DENNIS	OR CURRENT OCCUPANT	44145 PLANET CIR	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-006	GREG & APRIL EARWOOD	OR CURRENT OCCUPANT	44147 FENNER AVE	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-018	JULIAN DE LA TORRE	OR CURRENT OCCUPANT	44303 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-013	JORGE L LOPEZ	OR CURRENT OCCUPANT	44430 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-029	THEODORE L EBENKAMP	OR CURRENT OCCUPANT	44504 WATFORD AVE	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-009	LORENA SOLIS	OR CURRENT OCCUPANT	44506 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-021	EDWARD E BAILES	OR CURRENT OCCUPANT	44528 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-011	WILLIAM ARTIGA	OR CURRENT OCCUPANT	44604 LONEOAK AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-018	GERALD E HENRY	OR CURRENT OCCUPANT	44606 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-004	KLAJAC LLC	OR CURRENT OCCUPANT	44615 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-030	JKRC LLC	OR CURRENT OCCUPANT	44617 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-006	GOLDEN WAVE PARTNERS LLC	OR CURRENT OCCUPANT	44621 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-020	JOSE G ORELLAN	OR CURRENT OCCUPANT	44622 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-033	DUANE & DEBRA SPOELSTRA	OR CURRENT OCCUPANT	44625 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER

3134-021-019	KELLY A LOGAN	OR CURRENT OCCUPANT	44628 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-028	DAMIAN SILVEIRA	OR CURRENT OCCUPANT	44644 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-024	ABEL & MARIA A CERVANTES	OR CURRENT OCCUPANT	44659 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-028	JORGE TOVAR	OR CURRENT OCCUPANT	44739 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-036	MICHAEL BERTELL	OR CURRENT OCCUPANT	44753 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-038	JESUS ASSEMBLY OF ANTELOPE VALLEY A FELLOWSHIP OF TH	OR CURRENT OCCUPANT	44756 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-910	ANTELOPE VALLEY JOINT UNION HIGH SCHOOL DIST	OR CURRENT OCCUPANT	44811 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-008	NZB PROPERTIES LLC	OR CURRENT OCCUPANT	44849 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-027	FELIPE SEGURA	OR CURRENT OCCUPANT	44850 INOLA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-053	HARRY & NANCY BEDERIAN	OR CURRENT OCCUPANT	44910 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-016	THOMAS & THOMAS MOORE	OR CURRENT OCCUPANT	44943 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-017	JOSE ROMERO	OR CURRENT OCCUPANT	44949 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-021	SCANGO INC	OR CURRENT OCCUPANT	44952 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-007	JOHN A & JUDY M SMITH	OR CURRENT OCCUPANT	44957 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-028	GEORGE J & DENISE M CALLAS	OR CURRENT OCCUPANT	45000 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-043	CARL SCHNARRENBERGER	OR CURRENT OCCUPANT	45024 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-033	MARTIN O & CRISTINA O MONZON	OR CURRENT OCCUPANT	45035 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-041	CENTRO CRISTIANO NUEVO VIVIR INC	OR CURRENT OCCUPANT	45038 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-032	MICHAEL L BENCH	OR CURRENT OCCUPANT	45100 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-026	DAVID G PICKUS	OR CURRENT OCCUPANT	4512 W AVENUE K12	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-034	GENERAL TEAMSTERS CHAUFFEURS REHOUSEMEN&HELPERS	OR CURRENT OCCUPANT	45122 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-022	GRACE RESOURCE CENTER	OR CURRENT OCCUPANT	45134 N SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-023	GRACE RESOURCE CENTER	OR CURRENT OCCUPANT	45134 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-035	SPIRIT AND TRUTH MISSIONARY BAPTIST CHURCH INC	OR CURRENT OCCUPANT	45150 16TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-030	WILLIAM KENT	OR CURRENT OCCUPANT	4518 W AVENUE K	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-044	AEK GLOBAL INVESTMENTS LLC	OR CURRENT OCCUPANT	4603 HURFORD TERRACE	ENCINO	CA	91436		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-038	STANLEY A & MONA C ULVIN	OR CURRENT OCCUPANT	4755 QUARTZ HILL RD	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-023	CLARKE & PATTIE KNEISEL	OR CURRENT OCCUPANT	4825 W AVENUE M14	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-034	MOBILE HOME GROUP I LP	OR CURRENT OCCUPANT	4900 SANTA ANITA AVE #2C	EL MONTE	CA	91731		LancasterTerminalAre	1-PROPERTY OWNER
3138-003-901	L A CO WATERWORKS DIST NO 10	OR CURRENT OCCUPANT	500 W TEMPLE ST #754	LOS ANGELES	CA	90012		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-018	DMS ENTERPRISES LLC	OR CURRENT OCCUPANT	5051 W AVENUE M2	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-016	SERGE & PATRICIA M CRICHI	OR CURRENT OCCUPANT	5133 VESPER AVE	SHERMAN OAKS	CA	91403		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-025	ROSA M GONZALEZ	OR CURRENT OCCUPANT	521 W OLDFIELD ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-008	JEFFREY G HART	OR CURRENT OCCUPANT	5238 W AVENUE L	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-028	ROBERT E KENT	OR CURRENT OCCUPANT	5239 W AVENUE L6	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-030	LOUIS F & GWEN J CONNOT	OR CURRENT OCCUPANT	5242 YALE AVE	WESTMINSTER	CA	92683		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-016	ULRIC E USHER	OR CURRENT OCCUPANT	530 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-026	JOYCE A DIXON	OR CURRENT OCCUPANT	5308 WEATHERFORD DR	LOS ANGELES	CA	90008		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-010	JOHN JELONEK	OR CURRENT OCCUPANT	5446 NEWCASTLE AVE #8	ENCINO	CA	91316		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-024	UNIVERSAL AIR PROPERTIES LLC	OR CURRENT OCCUPANT	562 LUTON DR	GLENDALE	CA	91206		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-011	ARON & ELAINE K SCHIFMAN	OR CURRENT OCCUPANT	5731 BONSALL DR	MALIBU	CA	90265		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-038	ISAAC AWOLOPE	OR CURRENT OCCUPANT	621 E 109TH PL	LOS ANGELES	CA	90059		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-013	NORBERT ALBERTS	OR CURRENT OCCUPANT	6320 VIA DEL PLAZA	RANCHO PALOS VERD	CA	90275		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-038	LEAPS AND BOUNDS LP	OR CURRENT OCCUPANT	6330 VARIEL AVE #201	WOODLAND HILLS	CA	91367		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-034	RYAN & JENNIFER DUKE	OR CURRENT OCCUPANT	7010 W AVENUE E4	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-026	LINEN SUPPLY MISSION	OR CURRENT OCCUPANT	702 E MONTECITO ST	SANTA BARBARA	CA	93103		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-017	RAYMOND A SCURRIA	OR CURRENT OCCUPANT	707 S VICTORY BLVD	BURBANK	CA	91502		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-026	IRA SERVICES TRUST COMPANY CSTDN FBO JUN LI	OR CURRENT OCCUPANT	75 WESTVIEW RD	SHORT HILLS	NJ	7078		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-035	MARTIN ORELLANA	OR CURRENT OCCUPANT	7601 W AVENUE A	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-030	PAUL M & EVIE L VIDOR	OR CURRENT OCCUPANT	76267 VIA CHIANTI	INDIAN WELLS	CA	92210		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-026	CARL HOVEY	OR CURRENT OCCUPANT	7718 SKYHILL DR	LOS ANGELES	CA	90068		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-023	WHEN OPPORTUNITY KNOCKS LLC	OR CURRENT OCCUPANT	8 MEADOWHAWK LN	LAS VEGAS	NV	89135		LancasterTerminalAre	1-PROPERTY OWNER

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3138-001-019	JOSE B RIVERA	OR CURRENT OCCUPANT	836 W AVENUE H14	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-023	WILLIAM D LASAM	OR CURRENT OCCUPANT	8970 KRAMERWOOD PL	LOS ANGELES	CA	90034		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-012	FREDERICK COLER	OR CURRENT OCCUPANT	921 SW WASHINGTON ST	PORTLAND	OR	97205		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-010	JULIA V GORRINDO	OR CURRENT OCCUPANT	9675 W CANFORD DR	BOISE	ID	83709		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-005	JON JIANMIN LI	OR CURRENT OCCUPANT	969 JUNGFRAU CT	MILPITAS	CA	95035		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-012	MICHAEL JAGHASBANIAN	OR CURRENT OCCUPANT	9922 LOUISE AVE	NORTHRIDGE	CA	91325		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-010	CENTENNIAL BANK TR	OR CURRENT OCCUPANT	PO BOX 1159	LONGMONT	CO	80502		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-035	RODOLFO P CHAVEZ	OR CURRENT OCCUPANT	PO BOX 1358	RIDGECREST	CA	93556		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-905	L A CO WATERWORKS DIST NO 40	OR CURRENT OCCUPANT	PO BOX 1460	ALHAMBRA	CA	91802		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-025	MOHAMAD ELASAAD	OR CURRENT OCCUPANT	PO BOX 2075	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-007	LIVIER A MAQUEDA	OR CURRENT OCCUPANT	PO BOX 239	BALDWIN PARK	CA	91706		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-009	CASANDRA J PAYNE	OR CURRENT OCCUPANT	PO BOX 2440	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-039	GREGORY & BEVERLY A HUTH	OR CURRENT OCCUPANT	PO BOX 2570	ROSAMOND	CA	93560		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-035	JOHN D ROTH	OR CURRENT OCCUPANT	PO BOX 289	CLINTON	WA	98236		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-007	ANTELOPE VALLEY CHRISTIAN CENTER	OR CURRENT OCCUPANT	PO BOX 2905	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-041	EDUARDO & CARMEN GALEANA	OR CURRENT OCCUPANT	PO BOX 331023	PACOIMA	CA	91333		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-022	GORRINDO RESOURCEFUL LLC	OR CURRENT OCCUPANT	PO BOX 341	MINDEN	NV	89423		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-040	ALVIN I FARES	OR CURRENT OCCUPANT	PO BOX 3746	CHATSWORTH	CA	91313		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-047	OUR LADY OF CHARITY CONFERENCE OF ST VINCENT DE PAUI	OR CURRENT OCCUPANT	PO BOX 412	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-006	J AND T PARTNERSHIP	OR CURRENT OCCUPANT	PO BOX 4356	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-041	IGNACIO TREJO	OR CURRENT OCCUPANT	PO BOX 4725	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-020	CARL HOVEY	OR CURRENT OCCUPANT	PO BOX 5506	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-002	HIGH DESERT PROPIEDADES LLC	OR CURRENT OCCUPANT	PO BOX 555	DOWNEY	CA	90241		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-027	IRA SERVICES TRUST CO CSTDN FBO JIN R SUN	OR CURRENT OCCUPANT	PO BOX 7080	SAN CARLOS	CA	94070		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-034	JOHN W & MARCY L KNIGHT	OR CURRENT OCCUPANT	PO BOX 803156	SANTA CLARITA	CA	91380		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-028	EQUITY HOLDING CORP TR	OR CURRENT OCCUPANT	PO BOX 87	MIDPINES	CA	95345		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-023	VIANNA W FRISS	OR CURRENT OCCUPANT	PO BOX 900696	PALMDALE	CA	93590		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-018	ARMY SALVATION	OR CURRENT OCCUPANT	PO BOX 93002	LONG BEACH	CA	90809		LancasterTerminalAre	1-PROPERTY OWNER
	CURRENT OCCUPANT		300 NICOBAR ST	LANCASTER	CA	93534	3632	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		303 W PONDERA ST	LANCASTER	CA	93534	3651	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		306 W NEWGROVE ST	LANCASTER	CA	93534	3221	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		311 W PILLSBURY ST	LANCASTER	CA	93534	3643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		317 W NUGENT ST	LANCASTER	CA	93534	3625	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		318 W NEWGROVE ST	LANCASTER	CA	93534	3221	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		318 W NUGENT ST	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		321 W NUGENT ST	LANCASTER	CA	93534	3625	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		324 W NORBERRY ST	LANCASTER	CA	93534	3620	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		330 W PILLSBURY ST	LANCASTER	CA	93534	3644	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		333 W LANCASTER BLVD	LANCASTER	CA	93534	2559	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		336 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		336 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		340 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		344 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		345 W KETTERING ST	LANCASTER	CA	93534	2545	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		346 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		354 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		360 W AVENUE I	LANCASTER	CA	93534	1638	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		400 W AVENUE I	LANCASTER	CA	93534	1608	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		400 W LUMBER ST	LANCASTER	CA	93534	3232	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		401 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		403 W PILLSBURY ST	LANCASTER	CA	93534	3611	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		405 W PONDERA ST	LANCASTER	CA	93534	3682	LancasterTerminalAre	2-SITUS

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	CURRENT OCCUPANT		407 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		408 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		412 W AVENUE J	LANCASTER	CA	93534	3685	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		412 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		416 W LUMBER ST	LANCASTER	CA	93534	3232	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		418 W AVENUE J	LANCASTER	CA	93534	3661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		419 W AVENUE J	LANCASTER	CA	93534	3660	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		420 W AVENUE I	LANCASTER	CA	93534	1608	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		431 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44318 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44324 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44330 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44338 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44361 SIERRA HWY	LANCASTER	CA	93534	4309	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44412 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44419 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44420 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44424 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44430 SIERRA HWY	LANCASTER	CA	93534	3531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44431 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44435 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44436 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44441 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44442 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44446 SIERRA HWY	LANCASTER	CA	93534	3531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44451 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44500 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44517 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44529 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44542 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44555 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44556 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44601 SIERRA HWY	LANCASTER	CA	93534	3534	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44602 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44603 TREVOR AVE	LANCASTER	CA	93534	3631	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44612 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44614 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44616 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44624 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44627 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44633 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44633 YUCCA AVE	LANCASTER	CA	93534	3601	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44634 BEECH AVE A	LANCASTER	CA	93534	3546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44645 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44647 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44648 BEECH AVE	LANCASTER	CA	93534	3548	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44652 BEECH AVE	LANCASTER	CA	93534	3549	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44652 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44655 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44659 YUCCA AVE	LANCASTER	CA	93534	3601	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44660 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44663 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS

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	CURRENT OCCUPANT		44665 TREVOR AVE	LANCASTER	CA	93534	3677	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44666 YUCCA AVE	LANCASTER	CA	93534	3602	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44706 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44711 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44715 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44720 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44721 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44722 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44727 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44730 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44732 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44733 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44738 SIERRA HWY	LANCASTER	CA	93534	3225	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44742 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44743 YUCCA AVE	LANCASTER	CA	93534	3202	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44744 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44745 YUCCA AVE	LANCASTER	CA	93534	3202	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44749 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44751 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44797 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44801 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44803 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44803 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44809 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44811 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44812 BEECH AVE	LANCASTER	CA	93534	3217	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44814 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44815 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44819 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44820 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44824 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44825 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44827 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44829 TREVOR AVE	LANCASTER	CA	93534	2656	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44833 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44833 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44837 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44839 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44847 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44851 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44853 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44915 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44916 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44920 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44921 TREVOR AVE	LANCASTER	CA	93534	2657	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44923 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44924 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44926 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44929 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44931 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44932 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44933 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS

	CURRENT OCCUPANT		44936 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44937 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44940 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44949 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44956 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45003 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45020 YUCCA AVE 20A	LANCASTER	CA	93534	2526	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45029 TREVOR AVE	LANCASTER	CA	93534	2669	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45031 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45044 YUCCA AVE	LANCASTER	CA	93534	2526	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45045 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45051 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45057 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45059 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45101 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45101 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45104 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45114 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45116 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45116 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45120 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45123 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45127 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45131 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45137 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45140 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45140 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45145 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45160 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		505 W AVENUE J	LANCASTER	CA	93534	3550	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		506 W JACKMAN ST	LANCASTER	CA	93534	2531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		510 W OLDFIELD ST	LANCASTER	CA	93534	3540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		512 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		513 W PILLSBURY ST	LANCASTER	CA	93534	3522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		516 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		518 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		521 E KETTERING ST	LANCASTER	CA	93535	2630	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		521 W PILLSBURY ST	LANCASTER	CA	93534	3522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		523 W OLDFIELD ST	LANCASTER	CA	93534	3518	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		524 W AVENUE J	LANCASTER	CA	93534	3527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		525 W AVENUE J	LANCASTER	CA	93534	3550	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		525 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		526 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		530 W JACKMAN ST	LANCASTER	CA	93534	2553	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		531 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	2-SITUS
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE A	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE B	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE C	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE D	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE E	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE F	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		320 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT

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	BUSINESS OWNER OR OCCUPANT		326 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		326 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		328 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 1	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 10	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 11	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 12	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 13	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 14	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 15	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 16	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 17	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 18	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 19	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 2	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 20	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 21	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 22	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 23	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 3	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 4	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 5	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 6	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 7	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 8	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 9	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		340 W MILLING ST	LANCASTER	CA	93534	2600	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		346 1/2 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		400 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		403 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		405 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE A	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE A 1/2	LANCASTER	CA	93534	3603	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE B	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE D	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE E	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE F	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44414 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44416 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44418 1/2 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44418 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44425 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44428 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44438 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44440 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44445 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44447 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44502 BEECH AVE	LANCASTER	CA	93534	3504	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44503 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44506 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44523 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44532 TREVOR AVE	LANCASTER	CA	93534	3667	LancasterTerminalAre	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		44603 TREVOR AVE STE A	LANCASTER	CA	93534	3631	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44603 TREVOR AVE STE B	LANCASTER	CA	93534	3631	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44606 SIERRA HWY STE B	LANCASTER	CA	93534	3556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44614 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44618 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44625 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44629 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44630 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT A	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT B	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT C	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT D	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44641 TREVOR AVE	LANCASTER	CA	93534	3676	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44643 TREVOR AVE	LANCASTER	CA	93534	3676	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT A	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT B	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT C	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT D	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT A	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT B	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT C	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT D	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT A	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT B	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT C	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT D	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44700 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT D	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44700 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44702 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44709 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44721 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44725 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44739 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 1/2 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44745 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44746 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44748 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44750 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44752 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44754 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44759 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44759 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44801 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44803 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44805 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44805 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44807 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44809 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44809 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44812 SIERRA HWY	LANCASTER	CA	93534	3218	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44813 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		44815 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44815 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44817 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44817 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44819 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44821 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44822 TREVOR AVE	LANCASTER	CA	93534	2644	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44823 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44825 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 1/2 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 1/4 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 1	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 2	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 3	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 4	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 5	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 6	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44831 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44833 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44835 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT A	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT B	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT C	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44835 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT A	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT B	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT A	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT B	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT C	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT D	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44839 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44843 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44845 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44846 BEECH AVE	LANCASTER	CA	93534	3217	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44847 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44848 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44851 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44911 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44913 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44915 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44917 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44918 TREVOR AVE	LANCASTER	CA	93534	2646	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT A	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT B	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT C	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT D	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT E	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT F	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT G	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT H	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44931 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44933 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44933 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT

Metro AVL Postal Meeting Notice Mailing Distribution List

	CURRENT OCCUPANT		44935 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44935 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44937 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44939 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT A	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT B	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT C	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44945 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44946 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44947 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44950 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44951 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44952 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44953 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44954 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45005 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45009 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45011 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45015 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45017 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45019 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45021 SIERRA HWY	LANCASTER	CA	93534	2519	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45021 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45024 TREVOR AVE	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45027 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 101	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 102	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 101	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 102	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 103	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 104	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 105	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 106	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE A	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE B	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE C	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45044 TREVOR AVE	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45058 TREVOR AVE STE A	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45058 TREVOR AVE STE B	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45101 TREVOR AVE STE A	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45101 TREVOR AVE STE B	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		45121 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		45133 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45134 SIERRA HWY STE A	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45134 SIERRA HWY STE B	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45135 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45137 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45139 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45141 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45146 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		500 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		501 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		506 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 115	LANCASTER	CA	93534	2592	LancasterTerminalAre	3-OCCUPANT

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	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 117	LANCASTER	CA	93534	2592	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 119	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 121	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 123	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 125	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 215	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 217	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 219	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 221	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 223	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 225	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 309	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 311	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 313	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 315	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 317	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 319	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		508 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 127	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 129	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 131	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 133	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 135	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 137	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 227	LANCASTER	CA	93534	2582	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 229	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 231	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 233	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 235	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 237	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 321	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 323	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 325	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 327	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 329	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 331	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		510 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		512 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		520 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		522 W PILLSBURY ST	LANCASTER	CA	93534	3523	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 139	LANCASTER	CA	93534	2581	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 141	LANCASTER	CA	93534	2581	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 143	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 145	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 147	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 149	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 151	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 239	LANCASTER	CA	93534	2580	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 241	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 243	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 245	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 247	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT

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	CURRENT OCCUPANT		523 W JACKMAN ST APT 249	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 251	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 333	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 335	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 337	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 339	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 101	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 103	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 105	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 107	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 109	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 111	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 113	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 201	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 203	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 205	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 207	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 209	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 211	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 213	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 301	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 303	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 305	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 307	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		525 W NEWGROVE ST	LANCASTER	CA	93534	3214	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		528 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 200	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 201	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 202	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 203	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 204	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 205	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 206	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 207	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 208	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 209	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 210	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 211	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 212	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 213	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 214	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 215	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 216	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 217	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 218	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 219	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 220	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 221	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 222	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 223	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 224	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 225	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT

	CURRENT OCCUPANT		530 W JACKMAN ST APT 226	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 227	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 228	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 229	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 230	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 231	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 232	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 234	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 300	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 301	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 302	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 303	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 304	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 305	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 306	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 307	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 308	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 309	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 310	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 311	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 312	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 313	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 314	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 316	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 317	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 318	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 319	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 320	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 321	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 322	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 323	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 324	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 325	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 326	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 327	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 328	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 329	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 330	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 331	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 332	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 334	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 400	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 401	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 402	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 403	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 404	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 405	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 406	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 407	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 408	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 409	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 410	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT

	CURRENT OCCUPANT		530 W JACKMAN ST APT 411	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 412	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 413	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 414	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 415	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 416	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 417	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 418	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 419	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 420	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 421	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 422	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 423	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 424	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 425	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 426	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 427	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 428	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 429	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 430	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 431	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 432	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 434	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		530 W JACKMAN ST OFC	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		530 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		531 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		532 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		543 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		549 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		559 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		567 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
2632-027-020	JOHN M FRANKOVICH	OR CURRANT OCCUPANT	1090 N WILSON AVE	PASADENA	CA	91104		SunValley	1-PROPERTY OWNER
2632-026-900	L A CITY	OR CURRANT OCCUPANT	111 E 1ST ST	LOS ANGELES	CA	90012		SunValley	1-PROPERTY OWNER
2314-002-014	CARLOS E CASTILLO	OR CURRANT OCCUPANT	11110 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-013	SANTIAGO D RODRIGUEZ	OR CURRANT OCCUPANT	11114 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-012	ARNULFO & MARIA A SEPULVEDA	OR CURRANT OCCUPANT	11118 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-009	CRISTAL & OLGA A ROBLEDO	OR CURRANT OCCUPANT	11136 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-007	LUIS & JUANA BELTRAN	OR CURRANT OCCUPANT	11140 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-006	RUBEN & TERESA CORIA	OR CURRANT OCCUPANT	11150 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-003-010	FERNANDO A & OPHELIA M GARCIA	OR CURRANT OCCUPANT	11213 VINEDALE ST	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-002-004	HILLCROSS INC	OR CURRANT OCCUPANT	1146 N CENTRAL AVE PMB616	GLENDALE	CA	91202		SunValley	1-PROPERTY OWNER
2632-027-017	HERBERT L REFF	OR CURRANT OCCUPANT	13107 VENTURA BLVD #202	STUDIO CITY	CA	91604		SunValley	1-PROPERTY OWNER
2314-002-010	SICA RONALD P CO TR	OR CURRANT OCCUPANT	22619 OXFORD LN	SAUGUS	CA	91350		SunValley	1-PROPERTY OWNER
2632-002-008	CREATIVE INVESTMENT GROUP INC	OR CURRANT OCCUPANT	2400 W MAGNOLIA BLVD	BURBANK	CA	91506		SunValley	1-PROPERTY OWNER
2632-027-018	JOSE D & YOLANDA ARANA	OR CURRANT OCCUPANT	2927 WALTON AVE	LOS ANGELES	CA	90007		SunValley	1-PROPERTY OWNER
2632-027-014	LEVIN A J COMPANY INC	OR CURRANT OCCUPANT	3108 W VALHALLA DR	BURBANK	CA	91505		SunValley	1-PROPERTY OWNER
2632-002-001	APB PROPERTIES LLC	OR CURRANT OCCUPANT	3739 WINFORD DR	TARZANA	CA	91356		SunValley	1-PROPERTY OWNER
2632-027-013	ITZHAK & GENOUS FIROUZMAN	OR CURRANT OCCUPANT	4148 TARRYBRAE TER	TARZANA	CA	91356		SunValley	1-PROPERTY OWNER
2314-002-011	MIGUEL A DIAZ	OR CURRANT OCCUPANT	43853 ESTRELLA LN	LANCASTER	CA	93535		SunValley	1-PROPERTY OWNER
2314-002-031	EMY F CHAVEZ	OR CURRANT OCCUPANT	5585 RUBY CREEK DR	LAS VEGAS	NV	89142		SunValley	1-PROPERTY OWNER
2314-002-005	SBW PROPERTIES LLC	OR CURRANT OCCUPANT	8267 MARMAY PL	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-036	PAUL & MERCEDES SILVA	OR CURRANT OCCUPANT	8269 CASE AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

2314-002-030	GREGORIO VILLALOBOS	OR CURRANT OCCUPANT	8274 MARMAY PL	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-035	SUSANA M & LUIS O MEDINA	OR CURRANT OCCUPANT	8275 CASE AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-028	CARLO A CONSTANZA	OR CURRANT OCCUPANT	8280 FAIR AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-026-019	RCWS L P	OR CURRANT OCCUPANT	8300 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-002-007	JESUS & ARIADNA BERMUDEZ	OR CURRANT OCCUPANT	8359 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-027-016	EIGHT DALR LLC	OR CURRANT OCCUPANT	8414 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-015	CHARLES R PETERSON	OR CURRANT OCCUPANT	8752 HERRICK AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-003-045	JEFFREY & KATHLEEN MRASZ	OR CURRANT OCCUPANT	9606 STONEHURST AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-027-015	6411 INDUSTRIAL CENTER LLC	OR CURRANT OCCUPANT	PO BOX 1071	THOUSAND OAKS	CA	91358		SunValley	1-PROPERTY OWNER
2314-002-032	PAUL & SARAH SAUER	OR CURRANT OCCUPANT	PO BOX 14549	VAN NUYS	CA	91409		SunValley	1-PROPERTY OWNER
2632-027-025	LYNNE N ROSENBLOOD	OR CURRANT OCCUPANT	PO BOX 5000 PMB 433	RANCHO SANTA FE	CA	92067		SunValley	1-PROPERTY OWNER
2632-003-004	NEW ERA INVESTMENTS LLC	OR CURRANT OCCUPANT	PO BOX 572007	TARZANA	CA	91357		SunValley	1-PROPERTY OWNER
	CURRENT OCCUPANT		11067 OLINDA ST	LOS ANGELES	CA	91352	3302	SunValley	2-SITUS
	CURRENT OCCUPANT		11085 OLINDA ST	LOS ANGELES	CA	91352	3302	SunValley	2-SITUS
	CURRENT OCCUPANT		11106 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11122 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11126 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11144 ROSCOE BLVD	LOS ANGELES	CA	91352	3209	SunValley	2-SITUS
	CURRENT OCCUPANT		11145 ROSCOE BLVD	LOS ANGELES	CA	91352	3208	SunValley	2-SITUS
	CURRENT OCCUPANT		8277 CASE AVE	LOS ANGELES	CA	91352	3972	SunValley	2-SITUS
	CURRENT OCCUPANT		8278 MARMAY PL	LOS ANGELES	CA	91352	3919	SunValley	2-SITUS
	CURRENT OCCUPANT		8351 SAN FERNANDO RD	LOS ANGELES	CA	91352	3225	SunValley	2-SITUS
	CURRENT OCCUPANT		8358 SAN FERNANDO RD	LOS ANGELES	CA	91352	3222	SunValley	2-SITUS
	CURRENT OCCUPANT		8391 SAN FERNANDO RD	LOS ANGELES	CA	91352	3233	SunValley	2-SITUS
	CURRENT OCCUPANT		8400 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8404 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8426 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8438 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8446 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		11168 OLINDA ST	SUN VALLEY	CA	91352	3230	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8265 CASE AVE	SUN VALLEY	CA	91352	3910	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8267 CASE AVE	SUN VALLEY	CA	91352	3910	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8270 MARMAY PL	SUN VALLEY	CA	91352	3919	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT A	SUN VALLEY	CA	91352	3918	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT B	SUN VALLEY	CA	91352	3923	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT C	SUN VALLEY	CA	91352	3924	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT D	SUN VALLEY	CA	91352	3925	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT E	SUN VALLEY	CA	91352	3929	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT G	SUN VALLEY	CA	91352	3937	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8321 SAN FERNANDO RD	SUN VALLEY	CA	91352	3224	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8361 SAN FERNANDO RD	SUN VALLEY	CA	91352	3225	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 1	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 10	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 11	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 12	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 13	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 14	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 15	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 16	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 17	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 18	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 19	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT

	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 2	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 20	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 21	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 22	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 23	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 24	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 25	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 26	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 27	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 3	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 4	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 5	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 6	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 7	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 8	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 9	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8402 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8428 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8450 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8456 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8460 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8484 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
2507-028-055	HOMER S YONAN	OR CURRENT OCCUPANT	10501 GAVIOTA AVE	GRANADA HILLS	CA	91344		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-008	RUPALA INC	OR CURRENT OCCUPANT	10930 CRESSON ST	NORWALK	CA	90650		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-034	ROSS D ANDRIZZI	OR CURRENT OCCUPANT	11801 TURTLE SPRINGS LN	PORTER RANCH	CA	91326		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-030	SAN FERNANDO VALLEY LODGE NO 1522	OR CURRENT OCCUPANT	12172 SAN FERNANDO RD	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-019	OSCAR & MARTHA A IBARRA	OR CURRENT OCCUPANT	12201 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-026	MARTHA JIMENEZ	OR CURRENT OCCUPANT	12201 SAN FERNANDO RD	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-018	ALEJANDRO & JEANINE E ALVARADO	OR CURRENT OCCUPANT	12205 HILLSDALE AVE #1	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-028	RUPERTO NUNEZ	OR CURRENT OCCUPANT	12208 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-017	MICHAEL S PUEBLA	OR CURRENT OCCUPANT	12209 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-050	MARIO P & HELEN M SANTIAGO	OR CURRENT OCCUPANT	12212 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-042	GABRIEL & ARACELI PEREZ	OR CURRENT OCCUPANT	12213 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-041	KARLA & DANIEL LANDAVERDE	OR CURRENT OCCUPANT	12217 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-054	HENRY & NINDRA ROJAS	OR CURRENT OCCUPANT	12220 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-040	CHURCH JAMES AND KUMURYAN MARGARIT	OR CURRENT OCCUPANT	12221 HILLSDALE AVE #19	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-125	ROY & MA TERESA CORRALES	OR CURRENT OCCUPANT	12221 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-024	BERNARDO RAMOS	OR CURRENT OCCUPANT	12223 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-039	ELISA P AMEZCUA	OR CURRENT OCCUPANT	12225 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-124	FROILAN C CAMACHO	OR CURRENT OCCUPANT	12225 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-031	BRENDA GARCIA	OR CURRENT OCCUPANT	12227 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-038	RICARDO & FLORA ORELLANA	OR CURRENT OCCUPANT	12229 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-123	ROSALINDA S MANAOIS	OR CURRENT OCCUPANT	12229 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-030	HARKANWALPREET GILL	OR CURRENT OCCUPANT	12231 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-037	JESUS & ANA E TORRES	OR CURRENT OCCUPANT	12233 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-122	MANUEL & ELIZABETH BECERRA	OR CURRENT OCCUPANT	12233 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-057	MARIO V SIS	OR CURRENT OCCUPANT	12235 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-029	NELSON L & RUELITA V PACIS	OR CURRENT OCCUPANT	12235 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-021	ANA C WHITEHEAD	OR CURRENT OCCUPANT	12236 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-036	EUSEBIA B & ALBERTO C CHANGCOCO	OR CURRENT OCCUPANT	12237 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-121	PAMELA C HACKEMAN	OR CURRENT OCCUPANT	12237 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-058	HECTOR H & CARMEN R TURCIOS	OR CURRENT OCCUPANT	12239 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER

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2507-028-082	WALTER GOMEZ	OR CURRENT OCCUPANT	12239 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-035	RAMONITO & MARIA R DAQUIL	OR CURRENT OCCUPANT	12241 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-031	FELIXBERTO D BUERANO	OR CURRENT OCCUPANT	12242 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-059	HEBER & GEORGINA TORRES	OR CURRENT OCCUPANT	12243 RALSTON AVE #17	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-081	FRANCIS H MARIANO	OR CURRENT OCCUPANT	12243 WILLOWBEND LN #62	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-040	LUCIA BAYLON	OR CURRENT OCCUPANT	12243 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-077	JULIA G & TIMOTHY DEHAVEN	OR CURRENT OCCUPANT	12244 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-034	GEORGIANNA PEREZ	OR CURRENT OCCUPANT	12245 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-060	LUIS A VELAZQUEZ	OR CURRENT OCCUPANT	12247 RALSTON AVE #18	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-080	JOSE R BARRERA	OR CURRENT OCCUPANT	12247 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-039	EMAD R ALFARAH	OR CURRENT OCCUPANT	12247 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-076	BRIAN JIMENEZ	OR CURRENT OCCUPANT	12248 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-030	BHALYA M TIKARYA	OR CURRENT OCCUPANT	12248 WINDMERE AVE	LOS ANGELES	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-033	REYNALDO SARMIENTO	OR CURRENT OCCUPANT	12249 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-038	RICARDO M ORTIZ	OR CURRENT OCCUPANT	12251 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-075	GLEN A & BARBARA L CONSBRUCK	OR CURRENT OCCUPANT	12252 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-029	MARILITA A & FRANK AVILA	OR CURRENT OCCUPANT	12252 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-032	ISABEL BONILLA	OR CURRENT OCCUPANT	12253 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-074	JUAN G & MORGAN J PAREJA	OR CURRENT OCCUPANT	12256 WILLOWBEND LN #39	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-078	HARPAL SINGH	OR CURRENT OCCUPANT	12257 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-061	FERNANDO SOTO	OR CURRENT OCCUPANT	12259 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-036	ALBERTO G & SOLVINA C TIA	OR CURRENT OCCUPANT	12259 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-073	AIRIDA BIELIAUSKAITE	OR CURRENT OCCUPANT	12260 WILLOWBEND LN #38	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-056	AIDA CHAVEZ	OR CURRENT OCCUPANT	12261 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-062	JUAN G & SONYA M RODRIGUEZ	OR CURRENT OCCUPANT	12263 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-035	JANE MASKORNICK	OR CURRENT OCCUPANT	12263 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-063	MARLENE LEON	OR CURRENT OCCUPANT	12267 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-071	MIGUEL ANGUIANO	OR CURRENT OCCUPANT	12268 WILLOWBEND LN #36	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-064	ALAIN & JONALYN DE LEON	OR CURRENT OCCUPANT	12271 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-033	ALFREDO & MARIA M CUEVAS	OR CURRENT OCCUPANT	12271 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-070	RAFFI SENEKEREMIAN	OR CURRENT OCCUPANT	12272 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-022	ROSALIO & ESTHER PELAYO	OR CURRENT OCCUPANT	12274 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-065	FRANCISCO & CYNTHIA C RODRIGUEZ	OR CURRENT OCCUPANT	12275 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-032	EVELYN N LICEA	OR CURRENT OCCUPANT	12275 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-069	STEPHANIE MENDOZA	OR CURRENT OCCUPANT	12276 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-068	JUAN & MARTA ALBAYERO	OR CURRENT OCCUPANT	12280 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-049	RICK SNYDER	OR CURRENT OCCUPANT	12284 WILLOWBEND LN #32	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-126	DANNY & JENNIFER CALDERA	OR CURRENT OCCUPANT	12319 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-128	YASUAKI & MARIA J SAGARA	OR CURRENT OCCUPANT	12327 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-129	KHALIDA & FAIYAZ REZA	OR CURRENT OCCUPANT	12331 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-131	EUGENIO B MUNOZ	OR CURRENT OCCUPANT	12339 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-133	JUAN J GUERRERO	OR CURRENT OCCUPANT	12347 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-134	VIRNAMARIE SABADO	OR CURRENT OCCUPANT	12351 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-024	FAUSTO & ANGELICA ORELLANA	OR CURRENT OCCUPANT	12551 CASCADE CANYON DR	GRANADA HILLS	CA	91344		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-024	ALBERT A GONZALEZ	OR CURRENT OCCUPANT	13351 GLADSTONE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-025	JUAN P & MERCEDES D VALDEZ	OR CURRENT OCCUPANT	14433 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-026	EDGAR CALDERA	OR CURRENT OCCUPANT	14437 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-051	ESTHER PELAYO	OR CURRENT OCCUPANT	14440 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-027	CYNTHIA B SANTOS	OR CURRENT OCCUPANT	14441 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-052	LUIS & RISELA COYE	OR CURRENT OCCUPANT	14444 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-053	GERARDO RIVERA	OR CURRENT OCCUPANT	14445 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-066	ROSALYN M VELASQUEZ	OR CURRENT OCCUPANT	14506 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER

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2507-028-067	LAURA M ARREDONDO	OR CURRENT OCCUPANT	14510 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-043	MICHAEL W & ANA M MORIARTY	OR CURRENT OCCUPANT	14514 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-117	PROBJOT S & CHANBIR K PURI	OR CURRENT OCCUPANT	14521 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-118	TRI TRAN	OR CURRENT OCCUPANT	14525 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-119	JOSHUA J & EYMI A KULP	OR CURRENT OCCUPANT	14529 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-047	JUAN R & YESENIA PRADO	OR CURRENT OCCUPANT	14530 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-120	SUSAN NGUYEN	OR CURRENT OCCUPANT	14533 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-048	ARAM AVETYAN	OR CURRENT OCCUPANT	14534 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-041	LEONIDES CUTENO	OR CURRENT OCCUPANT	14539 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-042	MARIA M ALCARAZ	OR CURRENT OCCUPANT	14543 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-043	JORGE & MIGUEL A MORA	OR CURRENT OCCUPANT	14547 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-044	JAVIER G RODRIGUEZ	OR CURRENT OCCUPANT	14551 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-025	ANGELO & KATHERINE ZANOTTI	OR CURRENT OCCUPANT	14625 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-026	ANTHONY & LEONILA EVANGELISTA	OR CURRENT OCCUPANT	14628 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-024	EMILIE N AUSTRIA FRISCIA	OR CURRENT OCCUPANT	14629 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-027	MICHELE PANU	OR CURRENT OCCUPANT	14632 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-023	JASON LA POINTE	OR CURRENT OCCUPANT	14633 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-022	IH4 PROPERTY WEST LP	OR CURRENT OCCUPANT	1717 MAIN ST #2000	DALLAS	TX	75201		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-031	HMZ INC	OR CURRENT OCCUPANT	1753 TRUMAN ST	SAN FERNANDO	CA	91340		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-022	JAMES & PANAGIOTA HROUNDAS	OR CURRENT OCCUPANT	19114 GERMAIN ST	NORTHRIDGE	CA	91326		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-079	ANGELO GOMEZ	OR CURRENT OCCUPANT	2034 N CLYBOURN AVE	BURBANK	CA	91505		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-132	RANEN & BIBHA MAITI	OR CURRENT OCCUPANT	2121 IVANHOE AVE	OXNARD	CA	93030		Sylmar_SanFernando	1-PROPERTY OWNER
2611-008-020	MILANA IX LLC	OR CURRENT OCCUPANT	2445 STANLEY	TUSTIN	CA	92782		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-011	MARTHA JIMENEZ	OR CURRENT OCCUPANT	24514 THISTLE CT	NEWHALL	CA	91321		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-130	JENNY A CHIPE	OR CURRENT OCCUPANT	25020 SARGASSO CT	STEVENSON RANCH	CA	91381		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-012	ARMEN TOUROSIAN	OR CURRENT OCCUPANT	2514 FLINTRIDGE DR	GLENDALE	CA	91206		Sylmar_SanFernando	1-PROPERTY OWNER
2611-008-003	COHEN INVESTMENT GROUP LLC	OR CURRENT OCCUPANT	2629 TOWNSGATE RD #110	WESTLAKE VILLAGE	CA	91361		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-020	BHAIYA TIKARYA	OR CURRENT OCCUPANT	2711 S GENESEE AVE	LOS ANGELES	CA	90016		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-023	GISELLE H & LILLIE H KASIM	OR CURRENT OCCUPANT	2846 KYLE LN	SIMI VALLEY	CA	93063		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-013	SYLMAR MOTEL LLC	OR CURRENT OCCUPANT	3166 CABO BLANCO DR	HACIENDA HEIGHTS	CA	91745		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-045	EDWARD PEREZ	OR CURRENT OCCUPANT	6384 BERTRAND AVE	ENCINO	CA	91316		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-005	VILLAGE GREEN COMMUNITY HOMEOWNERS ASSOCIATION	OR CURRENT OCCUPANT	7530 N GLENOAKS BLVD	BURBANK	CA	91504		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-046	KRYSTLE R STRINGFELLOW	OR CURRENT OCCUPANT	801 WINDWARD LN	CARLSBAD	CA	92011		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-028	CAH 2014 2 BORROWER LLC	OR CURRENT OCCUPANT	8665 E HARTFORD DR #200	SCOTTSDALE	AZ	85255		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-901	LA COUNTY FLOOD CONTROL DISTRICT	OR CURRENT OCCUPANT	900 S FREMONT AVE	ALHAMBRA	CA	91803		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-037	CENTURY INLAND EMPIRE LLC	OR CURRENT OCCUPANT	PO BOX 480905	LOS ANGELES	CA	90048		Sylmar_SanFernando	1-PROPERTY OWNER
	CURRENT OCCUPANT		12171 SAN FERNANDO RD	LOS ANGELES	CA	91342	5003	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12172 TRUMAN ST	SAN FERNANDO	CA	91340	3124	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12181 SAN FERNANDO RD	LOS ANGELES	CA	91342	5095	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12188 SAN FERNANDO RD	LOS ANGELES	CA	91342	5078	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12192 SAN FERNANDO RD	LOS ANGELES	CA	91342	5078	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12204 SAN FERNANDO RD	LOS ANGELES	CA	91342	5079	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12205 HILLSDALE AVE	LOS ANGELES	CA	91342	5136	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12205 SAN FERNANDO RD	LOS ANGELES	CA	91342	5086	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12215 SAN FERNANDO RD	LOS ANGELES	CA	91342	5039	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12221 HILLSDALE AVE	LOS ANGELES	CA	91342	5136	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12224 HILLSDALE AVE	LOS ANGELES	CA	91342	5135	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12228 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12232 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12240 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12243 RALSTON AVE	LOS ANGELES	CA	91342	5153	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12243 WILLOWBEND LN	SYLMAR	CA	91342	5143	Sylmar_SanFernando	2-SITUS

	CURRENT OCCUPANT		12247 RALSTON AVE	LOS ANGELES	CA	91342	5153	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12247 SAN FERNANDO RD	LOS ANGELES	CA	91342	5004	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12253 WILLOWBEND LN	SYLMAR	CA	91342	5143	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12255 SAN FERNANDO RD	LOS ANGELES	CA	91342	5004	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12255 WINDMERE AVE	LOS ANGELES	CA	91342	5157	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12256 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12260 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12264 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12267 WINDMERE AVE	LOS ANGELES	CA	91342	5157	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12268 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12280 WINDMERE AVE	LOS ANGELES	CA	91342	5156	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12284 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12323 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12335 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12343 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14518 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14522 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14526 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14710 BLEEKER ST	LOS ANGELES	CA	91342	5001	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		55 N HUBBARD AVE	SAN FERNANDO	CA	91340		Sylmar_SanFernando	2-SITUS
	BUSINESS OWNER OR OCCUPANT		12151 SAN FERNANDO RD	SYLMAR	CA	91342	5003	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12162 SAN FERNANDO RD	SYLMAR	CA	91342	5078	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12165 SAN FERNANDO RD	SYLMAR	CA	91342	5003	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12178 SAN FERNANDO RD	SYLMAR	CA	91342	5078	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 1	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 10	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 11	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 12	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 14	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 15	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 16	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 17	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 18	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 19	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 2	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 20	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 21	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 22	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 23	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 24	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 3	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 4	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 5	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 6	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 7	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 8	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 9	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12206 SAN FERNANDO RD	SYLMAR	CA	91342	5079	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12207 SAN FERNANDO RD	SYLMAR	CA	91342	5086	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 1	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 10	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 2	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT

Metro AVL Postal Meeting Notice Mailing Distribution List

	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 3	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 4	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 6	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 7	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 8	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 9	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12225 SAN FERNANDO RD	SYLMAR	CA	91342	5086	Sylmar_SanFernando	3-OCCUPANT
5409-023-941	L A COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	OR CURRENT OCCUPANT	1 GATEWAY PLAZA	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-023-946	LACMTA	OR CURRENT OCCUPANT	1 GATEWAY PLAZA 13THFL	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-023-930	METROPOLITAN WATER DISTRICT	OR CURRENT OCCUPANT	700 N ALAMEDA ST	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-024-001	ERP OPERATING LIMITED PARTNERSHIP	OR CURRENT OCCUPANT	PO BOX 87407	CHICAGO	IL	60680		Union	1-PROPERTY OWNER
	CURRENT OCCUPANT		800 N ALAMEDA ST	LOS ANGELES	CA	90012	2177	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 101	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 102	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 103	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 104	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 105	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 106	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 107	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 108	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 109	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 110	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 111	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 112	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 113	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 114	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 115	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 114	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 115	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 116	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 117	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 118	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 119	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 120	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 121	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 122	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 123	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 124	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 201	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 202	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 203	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 204	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 205	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 206	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 207	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 208	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 209	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 210	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 211	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 212	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 213	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 214	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 215	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 216	LOS ANGELES	CA	90012	4290	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 217	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 218	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 219	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 220	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 221	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 222	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 224	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 225	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 226	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 227	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 228	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 229	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 230	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 231	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 232	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 233	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 234	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 235	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 236	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 237	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 238	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 239	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 240	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 241	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 242	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 243	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 301	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 302	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 303	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 304	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 305	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 306	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 307	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 308	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 309	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 310	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 311	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 312	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 313	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 314	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 315	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 316	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 317	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 318	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 319	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 320	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 321	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 322	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 324	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 325	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 326	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 327	LOS ANGELES	CA	90012	4267	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 328	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 330	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 331	LOS ANGELES	CA	90012	4248	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 332	LOS ANGELES	CA	90012	4248	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 333	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 334	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 335	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 336	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 337	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 338	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 339	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 340	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 341	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 342	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 343	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 401	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 402	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 403	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 404	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 405	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 406	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 407	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 408	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 409	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 410	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 411	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 412	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 413	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 414	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 415	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 416	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 417	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 418	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 419	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 420	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 421	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 422	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 424	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 425	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 426	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 427	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 428	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 430	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 431	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 432	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 433	LOS ANGELES	CA	90012	4252	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 434	LOS ANGELES	CA	90012	4253	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 435	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 436	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 437	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 438	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 439	LOS ANGELES	CA	90012	4254	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 440	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 441	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 442	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 443	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 525	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 526	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 527	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 528	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 530	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 531	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 532	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 533	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 534	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 535	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 536	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 537	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 538	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 539	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 540	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 541	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 542	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	Karen Swift	Los Angeles County Metropo	1 Gateway Plaza	Los Angeles	CA	90012			4-DATABASE
	Humberto Quintana	City of Los Angeles: Office of	200 N Spring Street, Room 455	Los Angeles	CA	90012			4-DATABASE
	Paola Bassignana	City of Los Angeles: Office of	200 N Spring Street, Room 455	Los Angeles	CA	90012			4-DATABASE
	Doug Mensman	City of Los Angeles: Office of	200 N. Spring St., #435	Los Angeles	CA	90012			4-DATABASE
	Sahag Yedalian	City of Los Angeles: Office of	200 N. Spring St., #435	Los Angeles	CA	91601			4-DATABASE
	Andrew Yi	City of Santa Clarita	23920 Valencia Blvd	Santa Clarita	CA	91355			4-DATABASE
	Carrie Lujan	City of Santa Clarita	23920 Valencia Blvd	Santa Clarita	CA	91355			4-DATABASE
	Masis Hagobian	City of Santa Clarita	23920 Valencia Boulevard	Santa Clarita	CA	91355			4-DATABASE
	Mike Hennawy	City of Santa Clarita	23920 Valencia Boulevard	Santa Clarita	CA	91355			4-DATABASE
	Jocelyn Swain	City of Lancaster	44933 Fern Ave	Lancaster	CA	93534			4-DATABASE
	Joseph Cabral	City of Lancaster	44933 Fern Ave	Lancaster	CA	93534			4-DATABASE
	Arthur Sohikian	North County Transportatior	44933 N Fern Ave	Lancaster	CA	93534			4-DATABASE
	Brian Ludicke	City of Lancaster	44933 N. Fern Ave.	Lancaster	CA	93534			4-DATABASE
	Robert Neal	City of Lancaster	44933 N. Fern Ave.	Lancaster	CA	93534			4-DATABASE
	Andrew Valand	California Department of Fis	4665 Lampson Avenue	Los Alamitos	CA	90720			4-DATABASE
	Ruby Kwan-Davis	California Department of Fis	4665 Lampson Avenue	Los Alamitos	CA	90720			4-DATABASE
	Anna Zarley	Lancaster Chamber of Comn	554 West Lancaster Boulevard	Lancaster	CA	93534			4-DATABASE
	Sharon Molnar	Lancaster Chamber of Comn	554 West Lancaster Boulevard	Lancaster	CA	93534			4-DATABASE
	Benjamin Lopez	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Celeste Milam	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Edgar Gutierrez	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Maria Yañez-Forgash	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Monica Paderanga	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Eliza Papazian	City of Glendale	613 East Broadway	Glendale	CA	91206			4-DATABASE
	The Honorable Ara Najarian	City of Glendale	613 East Broadway	Glendale	CA	91206			4-DATABASE
	Andres Kabrera	Antelope Valley Hispanic Ch	875 E Ave Q9	Palmdale	CA	93551			4-DATABASE
	Sylvia Duarte	Antelope Valley Hispanic Ch	875 E Ave Q9	Palmdale	CA	93550			4-DATABASE
	Roderick Diaz	Southern California Regional	900 Wilshire Boulevard, Suite 1500	Los Angeles	CA	90017			4-DATABASE
	Sylvia Novoa	Southern California Regional	900 Wilshire Boulevard, Suite 1500	Los Angeles	CA	90017			4-DATABASE
	Vicki Gray		P.O. Box 27552	Santa Ana	CA	92799			4-DATABASE
	Jacqueline Ayer	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE

	Jeremiah Owen	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Kelly Teno	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Pam Wolter	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Tom Costan	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Troy Pieper	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Sia Kusha	Plenary Group	100 North Tampa Street, Suite 2840	Tampa	FL	33602			4-DATABASE
	Anthony Higgins	California Department of Tra	100 South Main Street, MS 16	Los Angeles	CA	90012			4-DATABASE
	Maggie Cheung	Mott MacDonald	1000 Wilshie Blvd.	Los Angeles	CA	90017			4-DATABASE
	Cedric White	Antelope Valley African Ame	1008 W Ave M-14 Ste. A	Palmdale	CA	93551			4-DATABASE
	Joe Ancewicz		10357 Ruffner Avenue	Los Angeles	CA	91344			4-DATABASE
	Ali Mir	STV	1055 West 7th Street, Suite 2900	Los Angeles	CA	90017			4-DATABASE
	General Mailbox	San Fernando City Chamber	110 North Maclay Avenue Unit 103	San Fernando	CA	91340			4-DATABASE
	Terrence Gomes	Los Angeles Neighborhood C	111 N. Hill St.	Los Angeles	CA	90012			4-DATABASE
	David Uebersyx		111 N. Hope St.	Los Angeles	CA	90012			4-DATABASE
	Augustus Ajawara	Oji Califco Consortium	1119 Barbara Street #11 Suite 11	Redondo Beach	CA	90277			4-DATABASE
	The Honorable Mary Mendoza	City of San Fernando	117 Macneil Street	San Fernando	CA	91340			4-DATABASE
	Paul Flynn		12450 Ralston Avenue, Unit 1	Sylmar	CA	91342			4-DATABASE
	Dennis Steinert		13043 Hubbard Street, Unit 4	Los Angeles	CA	91342-3347			4-DATABASE
	Veronica Padilla-Campos	Pacoima Beautiful	13520 Van Nuys Blvd Ste 200	Pacoima	CA	91331			4-DATABASE
	Maureen Bush		1379 West Park Western Drive, 274	Los Angeles	CA	90732			4-DATABASE
	Honored Representative	America's Job Center of Calif	1420 W Ave I	Lancaster	CA	93534			4-DATABASE
	Tony Waree		14437 Mercer St	Arleta	CA	91331			4-DATABASE
	Roy Choi	City of Burbank	150 N Third St	Burbank	CA	91502			4-DATABASE
	David Kriske	City of Burbank	150 North 3rd Street	Burbank	CA	91502			4-DATABASE
	Ruel Del Castillo	COAST SURVEYING, INC.	15031 Parkway Loop, Suite B	Tustin	CA	92780			4-DATABASE
	Sam Barjoud	ABA Global	1510 Elkhorn Lane	Glendora	CA	91740			4-DATABASE
	Andrew Green	Native American Heritage Co	1550 Harbor Blvd, Suite 100	West Sacramento	CA	95691			4-DATABASE
	Erin Oskorus	Savala Equipment Company	16402 Construction Circle East	Irvine	CA	92606			4-DATABASE
	Armando Flores		16600 Sherman Way	Van Nuys	CA	91406			4-DATABASE
	Francine Oschin	Valley Industry & Commerce	16600 Sherman Way #170	Van Nuys	CA	91406			4-DATABASE
	Perry Smith	Valley Industry & Commerce	16600 Sherman Way, Suite 170	Van Nuys	CA	91406			4-DATABASE
	Carey McDonald	Elysian Valley Riverside Neig	1811 Ripple St	Los Angeles	CA	90039			4-DATABASE
	Seth Copenhaver	Silver Lake Neighborhood Co	1850 W Silver Lake Dr	Los Angeles	CA	90026			4-DATABASE
	Tom Flavin	Burbank Chamber of Comme	200 W. Magnolia Blvd.	Burbank	CA	91502			4-DATABASE
	Marco Hernandez	Local 300	2005 West Pico Boulevard	Los Angeles	CA	90006			4-DATABASE
	Trudy Doyle	Children's Hospital Los Ange	2121 West Avenue J 12	Lancaster	CA	93536			4-DATABASE
	Shane Parker	Parker Environmental Consu	23822 Valencia Boulevard, Suite 301	Santa Clarita	CA	91355			4-DATABASE
	Robert Newman	City of Santa Clarita	23920 Valencia Blvd., Ste 300	Santa Clarita	CA	91355			4-DATABASE
	Daryl Bibicoff	Daryl Bibicoff Art	24047 Tango Drive	Santa Clarita	CA	91354			4-DATABASE
	Vincent Perez		2503 Brian Ave	Torrance	CA	90502			4-DATABASE
	Norman Emerson	EMERSON & ASSOCIATES	2600 West Olive Avenue, Suite 500	Burbank	CA	91505			4-DATABASE
	Mark Hardyment	Burbank Bob Hope Airport	2627 North Hollywood Way	Burbank	CA	91505			4-DATABASE
	The Honorable Sharon Springer	City of Burbank	275 East Olive Avenue	Burbank	CA	91502			4-DATABASE
	Stephen Valenziano	Vista Canyon	27651 Lincoln Place, Suite 200	Santa Clarita	CA	91387			4-DATABASE
	Victor Lindenheim	Golden State Gateway Coalit	28042 Avenue Stanford, Unit E	Santa Clarita	CA	91355			4-DATABASE
	Adrian Aguilar	City of Santa Clarita	28250 Constellation Road	Santa Clarita	CA	91355			4-DATABASE
	Julius Zukas		28848 Phantom Trail	Santa Clarita	CA	91390			4-DATABASE
	Richard Poston	Antelope Valley African Ame	3053 Rancho Vista Blvd	Palmdale	CA	93551			4-DATABASE
	Muriel Luo	ALSTOM TRANSPORTATION	316 Preakness Court	Walnut Creek	CA	94597			4-DATABASE
	Linda Harbeson	Realty Executives Agua Dulc	32039 Crown Valley Road	Acton	CA	93510			4-DATABASE
	Julyanna Mendez	Atwater Village Neighborhoo	3371 Glendale Blvd #105	Los Angeles	CA	90039			4-DATABASE
	Sam Silverman	Terry A. Hayes Associates In	3535 Hayden Avenue, Suite 350	Culver City	CA	90232			4-DATABASE

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	Douglas R. Benson		3803 East 116th Place South	Tulsa	OK	74137			4-DATABASE
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	Michael Behen	City of Palmdale	38250 Sierra Hwy.	Palmdale	CA	93550			4-DATABASE
	John Mlynar	City of Palmdale	38300 Sierra Highway, Suite A	Palmdale	CA	93550			4-DATABASE
	Lynne Cooper	RailPros	3850 Vine Street, Suite 110	Riverside	CA	92507			4-DATABASE
	Honored Representative	America's Job Center of Calif	38510 Sierra Highway	Palmdale	CA	93550			4-DATABASE
	Bryan Allen		40750 Via Honrado	Palmdale	CA	93551			4-DATABASE
	Leslie Dean		410 East Hinckley Avenue, Apt. C-30	Ridley Park	PA	19078			4-DATABASE
	Ronda Perez	Antelope Valley Economic D	41301 12th Street West	Palmdale	CA	93551			4-DATABASE
	Mark Johnston		4185 Van Buren St	Chino Hills	CA	91710			4-DATABASE
	Jackson Hurst		4216 Cornell Crossing Northwest	Kennesaw	GA	30144			4-DATABASE
	Mark Dahlquist	Jacobs	4388 Granite Ridge South	Ashton	ID	83420			4-DATABASE
	Trolis Niebla	City of Lancaster	44933 Fern Avenue	Lancaster	CA	93536			4-DATABASE
	The Honorable Darrell Dorris	City of Lancaster	44933 N. Fern Avenue	Lancaster	CA	93534			4-DATABASE
	Maureen Micheline	Los Angeles County Metropo	500 N. Central Ave. # 940	Glendale	CA	91203			4-DATABASE
	Jean Utley		505 North California Street	Burbank	CA	91505			4-DATABASE
	Gloria ohland	Move LA	525 South Hewitt Street	Los Angeles	CA	90013			4-DATABASE
	Philip Lanzafame	City of Glendale	633 E. Broadway, Rm 103	Glendale	CA	91206			4-DATABASE
	Rodrigo Toro	KPFF Consulting Engineers	700 Flower Street, Suite 2100	Los Angeles	CA	90017			4-DATABASE
	Nancy Hoffman Vanyek	Greater San Fernando Valley	7120 Hayvenhurst Ave., Suite 114	Van Nuys	CA	91406			4-DATABASE
	Zipporah Yamamoto	Los Angeles County Metropo	7740 Redlands Street Unit G3097	Los Angeles	CA	90012			4-DATABASE
	Gorton De Mond		79302 South Sunset Ridge Drive	La Quinta	CA	92253			4-DATABASE
	Mark Brown		801 Alvarez Avenue 3	Pinole	CA	94564			4-DATABASE
	Arvind Joshi	Atkins	801 South Grand Avenue	Los Angeles	CA	90017			4-DATABASE
	Mailbox	Sun Valley Area Chamber of	8133-A San Fernando Road	Los Angeles	CA	91352			4-DATABASE
	Alison Stone	Palmdale Chamber Of Comm	817 East Avenue Q9	Palmdale	CA	93550			4-DATABASE
	William Stewart		8376 De Garmo Avenue	Los Angeles	CA	91352			4-DATABASE
	Lorenzo Mutia		8400 Snowden Avenue	Los Angeles	CA	91402			4-DATABASE
	Josephine Gutierrez	Los Angeles County Departm	900 S. Fremont Ave	Alhambra	CA	91803			4-DATABASE
	Bill Swindle	Los Angeles County Departm	900 South Fremont Avenue	Alhambra	CA	91803			4-DATABASE
	Eric Moody	City of Los Angeles: Office of	9207 Oakdale Ave Suite 200	Chatsworth	CA	91311			4-DATABASE
	Raymond Duran	Arleta Neighborhood Counci	9300 Laurel Canyon, 2nd Floor	Arleta	CA	91331			4-DATABASE
	Paola Prato		9647 Frankirst Avenue	Los Angeles	CA	91343			4-DATABASE
	Mark Dierking	Los Angeles County Metropo	One Gateway Plaza	Los Angeles	CA	90012			4-DATABASE
	Robert Camacho	Pacoima Chamber of Comm	P. O. Box 330249	Pacoima	CA	91331			4-DATABASE
	Paul Dyson	Rail Passenger Association o	P.O. Box 22344	San Francisco	CA	91506			4-DATABASE
	Andrew Salas	Gabrieleno Band of Mission	P.O. Box 393	Covina	CA	91723			4-DATABASE
	Jorge Leandros Tovar	TovarGEO	PO Box 2753	Downey	CA	90242			4-DATABASE

APPENDIX B.4 ENGLISH/ SPANISH AND ENGLISH/ ARMENIAN MEETING FLYERS



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

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SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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PROGRAMA DE MEJORAS DE CAPACIDAD Y SERVICIO DEL VALLE DE ANTELOPE

Acompáñenos en una audiencia pública virtual.

El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line (AVL, en inglés) es un proyecto propuesto que tiene como objetivo mejorar la frecuencia y confiabilidad del servicio a lo largo del corredor ferroviario de pasajeros AVL de 76.6 millas de largo entre Lancaster y el centro de Los Ángeles. El corredor AVL juega un papel fundamental en la conexión de comunidades en el norte del condado de Los Angeles con LA Union Station y las ciudades intermedias.

Metro tiene programado publicar el Borrador del Informe de Impacto Ambiental (DEIR, por sus siglas en inglés) el 28 de julio de 2021, el cual evaluará los posibles beneficios e impactos de la construcción de mejoras adicionales que apoyen un incremento en el servicio de trenes para los viajeros entre LAUS y el Valle de Santa Clarita; y entre el Valle de Santa Clarita y Lancaster para 2028. Las tres mejoras contempladas en el estudio incluyen la Extensión Balboa de Doble Vías ubicada en la Ciudad de Los Angeles, la Extensión Deslizante de Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras en la Terminal de Lancaster ubicada en la ciudad de Lancaster.

En las audiencias públicas tendrá la oportunidad de:
> Conocer las propuestas de las mejoras que se están estudiando
> Informarse sobre el proceso de revisión ambiental
> Proporcionar sus comentarios sobre el DEIR

La información que se compartirá en cada reunión será la misma y consistirá de una presentación en vivo seguida de una sesión de comentarios del público también en vivo.

FECHAS DE LAS AUDIENCIAS PÚBLICAS

Miércoles, 18 de agosto de 2021, 6–7:30pm
Enlace de reunión: *bit.ly/35qFkcC*
Número de llamada: 213.338.8477
Número de la reunión: 948 3461 0205

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Sábado, 21 de agosto de 2021, 11am–12:30pm
Enlace de reunión: *bit.ly/3wD1Sms*
Número de llamada: 213.338.8477
Número de la reunión: 998 8162 7606

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Los comentarios sobre el DEIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos también se pueden enviar a Metro en cualquier momento durante el período de revisión pública formal del 28 de julio de 2021, al 10 de septiembre de 2021, a la dirección postal o de correo electrónico que se muestra abajo o mediante un formulario de comentarios en línea que se encuentra en el sitio web del proyecto en *metro.net/avl*. También puede llamar a la línea directa del Programa de Mejoras de Capacidad y Servicio del Valle de Antelope al 213.922.4844 y dejar un mensaje.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducciones en español y armenio serán proporcionadas. Para otras adaptaciones de la ADA y traducciones llame al 213.922.4844 por lo menos 72 horas antes de la reunión.

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ENVÍE SUS COMENTARIOS / *CONTÁCTENOS*

Brian Balderrama
Director Senior, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
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x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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ANTELOPE VALLEY LINE-Ի ՏԱՐՈՂՈՒՆԱԿՈՒԹՅԱՆ և ՍՊԱՍԱՐԿՄԱՆ ԲԱՐԵԼԱՎՈՒՄՆԵՐԻ ԾՐԱԳԻՐ

Մասնակցեք մեր վիրտուալ հանրային լսմանը:

Antelope Valley Line-ի (AVL) տարողունակության և ծառայությունների բարելավումների ծրագիրն առաջարկվող նախագիծ է, որի նպատակն է բարելավել սպասարկման հաճախականությունն ու հուսալիությունը 76.6 մղոն երկարությամբ AVL ուղևորատար երկաթուղային միջանցքի երկայնքով՝ Lancaster-ից մինչև Los Angeles-ի կենտրոն: AVL միջանցքը կարևոր դեր է խաղում հյուսիսային Los Angeles վարչաշրջանի համայնքները LA Union Station-ի (LAUS) և նրանց միջև գտնվող քաղաքների հետ միացնելու հարցում:

Metro-ն պատրաստվում է 2021թ. հուլիսի 28-ին հրապարակել Շրջակա միջավայրի վրա ազդեցության մասին զեկույցի նախագիծը (Draft Environmental Impact Report, DEIR), որը կգնահատի LAUS-ի և Santa Clarita Valley-ի, ինչպես նաև Santa Clarita Valley-ի և Lancaster-ի միջև մինչև 2028թ. երթուղիների երկաթուղային ծառայության ավելացմանն ուղղված լրացուցիչ բարելավումների կառուցման հնարավոր օգուտներն ու ազդեցությունները: Ուսումնասիրվող երեք կապիտալ բարելավումներից են Los Angeles քաղաքում գտնվող Balboa կրկնակի երկաթուղու երկարացումը, Santa Clarita քաղաքում գտնվող կիրճի կողային հատվածի երկարացումը և Lancaster քաղաքում գտնվող Lancaster-ի տերմինալի բարելավումները:

Հանրային լսումների ժամանակ Դուք հնարավորություն կունենաք՝
> Իմանալ ուսումնասիրության առարկա հանդիսացող առաջարկվող բարելավումների մասին
> Տեղեկանալ շրջակա միջավայրի վերաբերյալ ուսումնասիրության գործընթացի մասին
> Ձեր մեկնաբանությունները տրամադրել DEIR-ի վերաբերյալ

Յուրաքանչյուր հանդիպմանը ներկայացված տեղեկատվությունը կլինի նույնը և բաղկացած կլինի անձի կողմից ներկայացված պրեզենտացիայից, որին կհաջորդի հանրային մեկնաբանությունների հատվածը:

ՀԱՆՐԱՅԻՆ ԼՍՈՒՄՆԵՐԻ ԱՄՍԱԹՎԵՐԸ

Չորեքշաբթի, 18 օգոստոսի 2021թ., 6–7:30pm
Հանդիպման հղում՝ *bit.ly/35qFkcC*
Զանգերի
Զանգերի հեռախոսահամար՝ 213.338.8477
Հանդիպման ID՝ 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 509 148 549

Շաբաթ, 21 օգոստոսի 2021թ., 11am–12:30pm
Հանդիպման հղում՝ *bit.ly/3wD1Sms*
Զանգերի
Զանգերի հեռախոսահամար՝ 213.338.8477
Հանդիպման ID՝ 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

DEIR-ի վերաբերյալ մեկնաբանությունները կարող են հանրային լսումների ընթացքում ներկայացվել գրավոր կամ բանավոր ձևով: Գրավոր մեկնաբանությունները կարող են ուղարկվել նաև Metro-ին ցանկացած պահի հանրային ուսումնասիրությունների պաշտոնական ժամանակահատվածում՝ 2021թ. հուլիսի 28-ից մինչև 2021թ. սեպտեմբերի 10-ը՝ ներքևում նշված փոստային կամ էլեկտրոնային հասցեով կամ ներկայացվել մեկնաբանությունների առցանց ձևաթղթի միջոցով, որը կարելի է գտնել նածագծի կայքում՝ *metro.net/avl* հասցեով: Կարող եք նաև զանգահարել AVL տարողունակության և ծառայությունների բարելավումների ծրագրի թեժ գծի հեռախոսահամարով՝ 213.922 4844 և հաղորդագրություն թողնել:

Metro-ի հովանավորությամբ անցկացվող հանդիպումների համար հասարակությանը մատչելի են հատուկ հարմարություններ: Կտրամադրվեն իսպաներեն և հայերեն թարգմանություններ: ADA-ի այլ հարմարեցումները և թարգմանությունները մատչելի են՝ զանգահարելով 213.9224844 հեռախոսահամարով հանդիպումից առնվազն 72 ժամ առաջ:

Metro

ՆԵՐԿԱՅԱՑՐԵՔ ՁԵՐ ՄԵԿՆԱԲԱՆՈՒԹՅՈՒՆՆԵՐԸ / ԿԱՊՎԵՔ ՄԵԶ ՀԵՏ

Brian Balderrama
Նախագծի տնօրեն Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro®

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
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x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

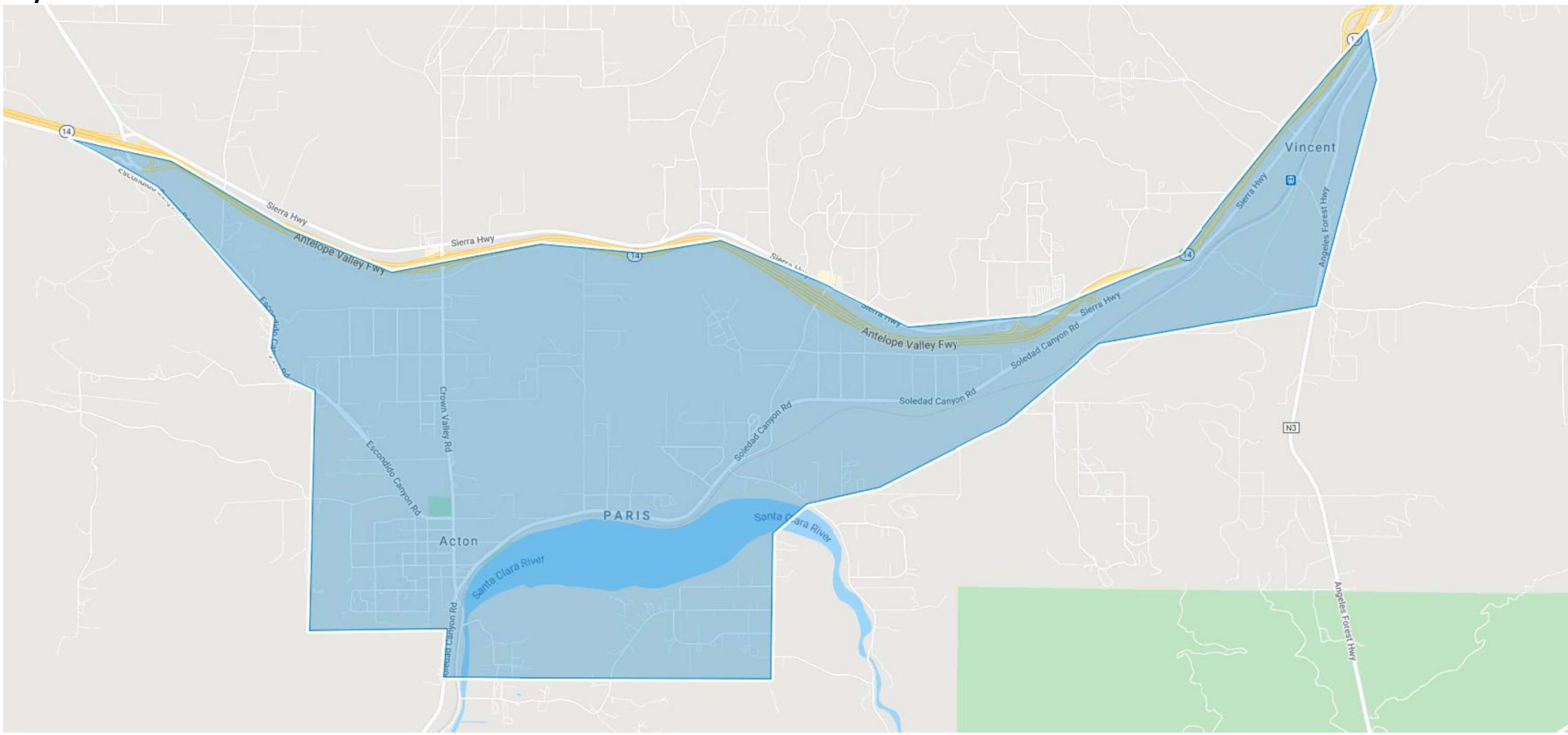
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APPENDIX B.5

MAP OF DISTRIBITION BOUNDARIES

AVL Walking Man Boundaries—Public Hearings Aug. 2021

City of Acton





ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX C

LEGAL PRINT NOTIECES & PRINT NEWSPAPER ADVERTISEMENTS

APPENIDX C.1

NOA LEGAL PRINT NOTICES

APPENDIX C.2

LA OPINION PRINT NEWSPAPER ADVERTISEMENT

APPENDIX C.3

ANTELOPE VALLEY PRESS PRINT NEWSPAPER ADVERTISEMENT

APPENDIX C.1
NOA LEGAL PRINT NOTICES

ANTELOPE VALLEY JOURNAL

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LOS ANGELES, CA - 90012

CNS#: 3491622

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:
Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report - AVL

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the ANTELOPE VALLEY JOURNAL, a newspaper published in the English language in the city of PALMDALE, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date of 08/31/2000, Case No. MS002880. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

07/30/2021

Executed on: 08/02/2021
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature

A0000005789737

Email

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option*. – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար`646.749.3335
Մատչումի կոդ`509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

Հայերեն զանգերի համար` 646.749.3335
Մատչումի կոդ` 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

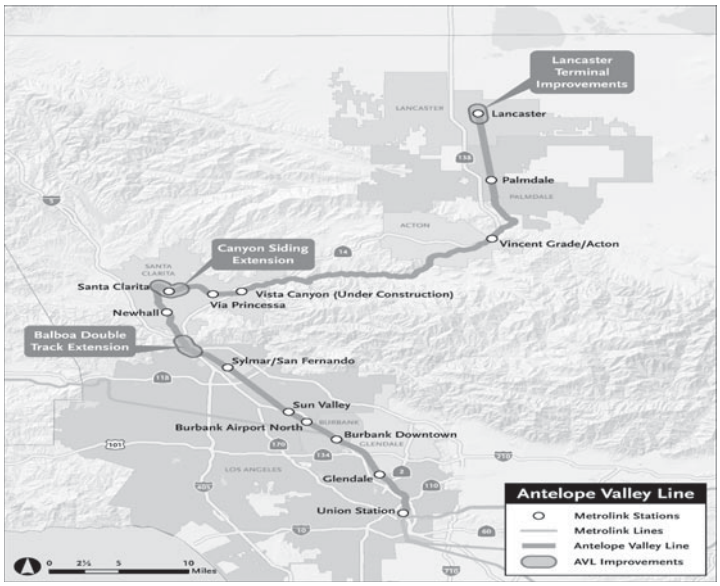
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
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Figure 1 - Proposed Project Overview



CNSB#3491622

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles } ss

The space above for file stamp only

NOTICE OF COMPLETION (NOC) AND AVAILABILITY (NOA)OF A DRAFT ENVIRONMENTAL IMPACT REPORT 3491623

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the city of **Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster,** State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 28, 2021

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated July 28, 2021
Executed at Palmdale, California

Valley Press

37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

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Metro

NOTICE OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	*Antelope Valley Line Capacity and Service Improvements Program*
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series
view and comment period. Public hearings will n
may be viewed at metro.net/projects/avl. Live pr

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

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Contraseña: 754 052 309

COMMENTS: Comments on the Draft EIR may
should be sent to Metro on or before Septembe
an online comment form found on the project w
Improvements Program hotline number at (213)

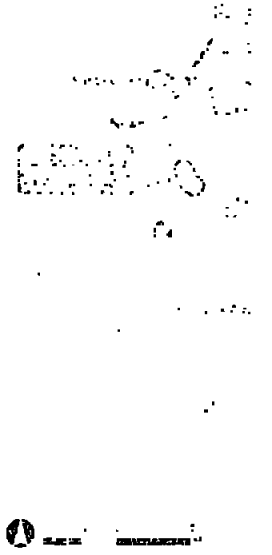
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transp
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

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Figure 1 - Proposed Project Overview



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PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սամսդուի կոդ՝509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Սամսդուի կոդ՝ 320 266 021

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Contraseña: 248 035 021

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COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ARMENIAN MEDIA NETWORK

On the following dates:

07/31/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

11th day of August 2021

IRENE ANDAL
Signature

3491624
"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 7 9 8 0 3 2 *

Metro

Ամբողջացման եւ Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ճեղեկագիրի Տրամադրելիութեան Մասին Ազդ

Թուական՝ 26 Յուլիս 2021

Ուղղուած՝ Գործակալութիւններու, կազմակերպութիւններու եւ հետաքրքրուող կողմերու

Նիւթ՝ Ամբողջացման եւ Շրջակայ Միջավայրի վրայ ազդեցութեան տեղեկագիրի տրամադրելիութեան ազդ (NOA)

Նախագիծի խորագիր՝ Էսբրլոյի Հովիտի Գիծի Յարոլոյեան եւ Սպասարկութեան Բարելկարգման Ծրագիր

SCH Թիւ՝ 2020109001

Ղեկխնակ՝ Լոս Անճելըս Գաւառի Քաղաքային Փոխադրութիւններու Վարչութիւն (Metro-«Մետրօ»)

Ազդ արուի տրուած է առ այն, որ Քալիֆորնիոյ Շրջակայ Միջավայրի Որակի Որոշման (ՔՇՄՈՈ-CEQA) Ուղեցոյցներուն համաձայնութեան, Լոս Անճելըս Գաւառի Քաղաքային Փոխադրութիւններու Վարչութիւնը (Metro-«Մետրօ») իրեն Գլխաւոր Գործակալութիւն, պատրաստած է Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծը՝ Էսբրլոյի Հովիտի Գիծին (AVL) եւ Սպասարկութիւններու Բարելկարգման Ծրագրին (Նոսպարկուած Ծրագիր) համար: Այս՝ կ'ընդգրկէ, որ երկաթուղիի վրայ, պաշտօնակատարութիւնը կամ ճանապարհորդներու բաշխումը եւ փոխարկող ծառայութիւնները պիտի կը փիսաներին: Նոսպարկուած Ծրագիրը գերծ է ՔՇՄՈՈ-էն Հաճարկի Միջոցներու Ըրենքառնութեան 21080(b) (10) եւ ՔՇՄՈՈ-ի Ուղեցոյցներու մաս 15275(b)էն սահմանը: «Մետրօ»ն ընտրեց պատրաստել Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծ մը՝ Ծրագիրին վերաբերող շրջանակ միջավայրին վրայ հաւանական ազդեցութեան մասին արձանագրութիւն մը տրամադրելու համար: Սոյն ազդը հաջորդութեան, գործակատարիներուն եւ հնարաւորուած այլ կողմերու կը տրամադրէ Նոսպարկուած Ծրագրին վերաբերեալ հաւաստագրութիւն մը եւ տեղեկատուի՝ Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծի տրամադրելիութեան մասին:

ԾՐԱԳՐԻՐԻՆ ՆԱԼՐԱԳՐՈՒԹԻՒՆԸ - Նոսպարկուած Ծրագիրը իր մէջ կը ներառէ կառուցումը երեք հիմնական բարելկարգումներու, որոնք պիտի տրամադրեն «Մետրօ»ի փոխարկող երկաթուղիի ծառայութեան յաջողութիւնը, Էսբրլոյի Հովիտի Գիծի երկայնքով, դէպի 30 վարչական տեղով երկրորդային յաջորդականութեամբ, Լոս Անճելըսի Եռանիկ Սթէյշընի (LAUS) եւ Սանթա Քլարիթա Հովիտին միջեւ, եւ միեւնոյն 60 վարչական տեղով երկրորդային յաջորդականութեամբ՝ Սանթա Քլարիթա Հովիտի եւ Լենքեսթըր Վերջակայքի միջեւ, մինչեւ 2026 թուականը: Երեք հիմնական բարելկարգումները կը ներառեն Պալմտէյլի Շրջակ երկաթուղիով Յաջեղացը, որ կը գտնուի Լոս Անճելըս քաղաքին մէջ, Քենիկըի Կողմնակի Յաջեղացը, որ կը գտնուի Սանթա Քլարիթա քաղաքին մէջ, եւ Բարելկարգումը Լենքեսթըրի Վերջակայքին, որ կը գտնուի Լենքեսթըր քաղաքին մէջ:

Նկար 1ը ցոյց կու տայ Ծրագրի միջանցքի չրջանային համաբեւագիրը, ինչպես նաեւ երեք հիմնական բարելկարգումները վարդերը:

Նկար 1ին մէջ երեքտող երեք հիմնական բարելկարգումները Նկարագրուած են ներքեւը. երկու հիմնական բարելկարգումները ունին ընտրութեան կարելիութիւնը այլընտրանքային կազմուածքներու տարատեսակներու, որոնք առաջարկուած են՝ հաշուի առնելու հաւանական գործողութիւններու յաջեղաց ճկունութիւն. Իւրաքանչիւր հիմնական բարելկարգման Ծրագրի կառուցումը եւ անոնց գործադրող ալլնարակցութիւնը, ինչպէս նաեւ «Մետրօ»ի անկողմ սպասարկութիւններուն ունեցած ազդեցութիւնը գնահատուած են Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծին մէջ:

- Պալմտէյլի Շրջ Երկաթուղիով Յաջեղացած Ծրագիրը՝ Պալմտէյլի Շրջ Երկաթուղիով Յաջեղացը ներկայի գոյց երկաթուղին պիտի երկարէ շուրջ 6300 ոտքով՝ Պալմտէյլ պողոտայէն Սիերա Հաղուն, Լոս Անճելըս քաղաքին մէջ: Սակայն «Մետրօ»ի կը պիտի հաւասարէ գործողութիւններու կարողականութիւն, որպէսզի անիկա կարենայ ցանկացած ապագայ գործողութիւններու սպասարկութիւնները, յատկապէս ո-իմորուի մանակամիջոցին: Ենթակայ Ծեւաորման՝ նեցուկ կանգնող կառոյցը կ'ապահովի պիտի առնուի՝ արգելու համար ուսնծագրիւներ արտանետ անջրէն դուրս:
- **Քենիքնի Կողմնակի Յաջեղացած**՝ Քենիքնի Կողմնակի Յաջեղացածը պիտի ապեղծէ մօտաւորապէս 8400 ոտք երկաթուղով նոր գոյց երկաթուղի Սոլեստատ Քենիքնի եւ Կալտըն Օբ ճամբուն միջեւ. Սանթա Քլարիթա քաղաքին մէջ: Այս բարելկարգումը կ'ունենայ նեղատեղ երկրորդ կողմնակի տարատեսակած մը ներկայ Սանթա Քլարիթա Կապարանին, եւ կ'ապահովին հարաւը իաչանեղող նոր երկաթուղի մը պիտի ապելով՝ դիւրացնելու համար «Մետրօ»իի կառքերուն ծեղքարդը Սանթա Քլարիթա կապարանին մէջ, եւ բարելապէ գործողութիւններու ճկունութիւնը եւ վստահելիութիւնը:
 - Տախտակամած Տախտակամած Ստորգետնեայ Հեղիուոն Մեքքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը Սանթա Քլարիթա կապարանին մէջ պիտի հաքագրէ աստիճանաւոր բաժանումով հեղիուոն ստորգետնեայ անջք մը՝ միացնելու համար ներկայ տախտակամած առաջարկուած երկրորդ տախտակամածին:
 - Կոզի Տախտակամած Դէպի Կանգառ Տախտակամածով Հեղիուոն Ստորգետնեայ Մեքքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը (տախտակամածի երկու երեսներով) եւ պիտի ներառէ աստիճանաւոր բաժանումով հեղիուոն ստորգետնեայ անջք մը՝ միացնելու Սանթա Քլարիթա կապարանի տարածքի կանգառը նոր կոզի տախտակամածին:
- **Լենքեսթըր Վերջակայքի Բարելկարգումներ**. Լենքեսթըր Վերջակայքի Բարելկարգումները պիտի ներառեն ընդարձակումը ներկայի կառքերու կպարակառոյցներուն՝ ամոց ապելցնելով նոր՝ 1000 ոտք երկաթուղիով եւ երկու 500մեթր ոտք լայնով կառքերու պատնէշի կածաններ. ներկայի Լենքեսթըրը կպակին մօտակայքը. Լենքեսթըր քաղաքին մէջ, վառելանիւթի ապատրերով:
 - Կոզի Տախտակամած Հեղիուոն Ստորգետնեայ Մեքքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կպարանին մէջ, եւ ստորճանաւոր բաժանումով հեղիուոն ստորգետնեայ անջք մը (վերադրի)՝ նոր տախտակամածը մուտքի կարելիութիւն ունենալու համար:
 - Կոզի Տախտակամած Հեղիուոն Վերգետնեայ Մեքքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կպարանին մէջ, եւ ստորճանաւոր բաժանումով հեղիուոն վերգետնեայ անջք մը (կամրջ)՝ նոր տախտակամածը մուտքի կարելիութիւն ունենալու համար:
 - Կոզի Տախտակամած Հեղիուոն Կոյնատրճան Մեքքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կպարանին մէջ, եւ երկու նոնաստրճան անջքեր նոր տախտակամածի հիւսիսի եւ հարաւի վերջաւորութեան:

ԾՐԱԳՐԻՐԻՆ ՎԱՅՐԸ ԵՒ ԾՐԱԳՐԱՅԻ ՍԻՏԱՒԱՅՈՒԹԻՒՆ ԴՐՈՒՄՈՒԹԸ. AVL-ը (Էսբրլոյի Հովիտի Գիծ) պրոէն գործարին ունեցող 70.6 մղոնոց երկաթուղիի միջանցք մըն է, որ կ'երկարի Լոս Անճելըս քաղաքի «Էլ Էյ Եոս Էյ»էն (էլ Էյ Եոսի Սթէյշըն) Լոս Անճելըս Գաւառին մէջ գտնուող Լենքեսթըր քաղաքի Լենքեսթըր Վերջակայքը. Միջանցքը քաղաքած է Նափոլիս Հաղուածին Փեսիֆիք Հովիտի Գիծէն եւ գուգահեռ կ'ընթանայ Ինթըրսթէյթ 5 (I-5) մայրուղիին հետ՝ Լոս Անճելըսէն Սանթա Քլարիթա կը դառնայ ուեւնէյ, ապա հիւսիս՝ գուգահեռ դաոնալով Սթէյթ Ռութ 14ին (SR-14) հետ, դէպի Լենքեսթըր քաղաքը: Ըստ տեղի դրուագին՝ AVL միջանցքը կը կարէ իիտ բնակարդին ունեցող բաժնային բնակավայրեր միջանցքին հարաւային մասին մէջ, եւ նոնաց իիտ բնակչութեամբ պողոտաներ եւ գիւղական շրջաններ՝ միջանցքի հիւսիսային հատուածին մէջ: Հարաւին հիւսիս, AVL-ի կողքով քաղաքները եւ համայնքները կը ներառեն՝ Լոս Անճելըս քաղաքը, Պլիւմէյ քաղաքը, Սան Ֆերնանտօ քաղաքը, Սանթա Քլարիթա քաղաքը. Չինհաքանուած Լոս Անճելըս Գաւառը, Աթքըն ամանը, Փալմտէյլ քաղաքը եւ Լենքեսթըր քաղաքը:

ԾՐԱԳՐԻՐԻՆ ՆՊԱՏԱԿԸ. AVL-ը շատ կարեւոր դեր կը խաղայ Հեպրոպէն Լոս Անճելըսի համագործութեան էջ էյ Եոսի Սթէյշընին եւ անոնց միջեւ գտնուող քաղաքներուն միացնելուն մէջ: Նափոլիս «Ծորտա» ժամի համաձայնագիր. AVL-ը ունէր «Մետրօ»ի մաքորդաստանական երկաթուղիի համակարգի ճանապարհորդներու երրորդ ամենեն մեծ թիւը եւ կ'երաշխաւորէ շարունակ աշխատանքային օրերուն ընթացքին, տարին մօտաւորապէս մէկ միլիոն ինքնաշարժով երթեւեկութիւններու՝ շրջանի ճանապարհներէն վերացումը: Նափոլիի երկաթուղիի Ծրագիրին եւ «Մետրօ»ինի Հարաւային Քալիֆորնիոյ Միդլնեսեւտ երկաթուղիի Ընդարձակման (SCORE) Ծրագիրին հետ ներդաշնակ եւ կանխատեսելով Հիւսիսային Լոս Անճելըս Գաւառի շրջանին մէջ, յարող 20 տարիներուն, բնակչութեան եւ աշխատատեղերուն ածը: «Մետրօ»ն կը ձգտի բարելաւել AVL-ի երկաթուղիի սպասարկութիւնը, որպէսզի անիկա կարենայ գործադրել իր ամբողջական կարողականութիւնը՝ իրեն շրջանային շարժունակութեան ուժեղացում եւ ոլ միայն իրեն իսկոյնի ժամերու ժանապարհորդութեան սպասարկութիւն: Ան ապ. AVL-ի Բարելկարգման Ծրագիրը կը ձգտի

- Հաքագել կամոնաւոր եւ առաջ յաճախակի «Մետրօ»ինչ-ի սպասարկութիւններ՝ բարելաւելու համար շրջանային կապը եւ հասանելիութիւնը կարելի դարձնելով 30 վարչական տեղով երկու ողղութեամբ ճանապարհորդներու երկաթուղիի սպասարկութիւն դէպի Սանթա Քլարիթա հովիտ եւ 60 վարչական տեղով երկու ողղութեամբ սպասարկութիւն՝ AVL-ի միջանցքի կտրուկ դէպի Լենքեսթըր:
- Բարելաւել AVL-ի երկաթուղիի միջանցքի ճանապարհորդներու սպասարկութեան վստահելիութիւնը եւ արդիականացումը:
- Հաքագել անիրաժեշտ ենթակառոյցի բարելկարգումներ՝ հզօրացնելու համար գործողութիւններու ճկունութիւնը եւ վստահելիութիւնը AVL-ի միջանցքին մէջ:
- Նեցուկ կանգնիլ շրջանին մէջ Քալիֆորնիոյ Նահանգի Երկաթուղիի 2040 Ծրագրին եւ «Մետրօ»ի SCORE ծրագրին հետ ներդաշնակ երկաթուղիի սպասարկութեան տեսակներուն եւ նպատակներուն:

ԾՐԱԳՐԻՐԻՆ ՍԻՏԱՒԱՅՈՒԹԻՒՆ ՎՐԱՅ ԱԶԴԵՑՈՂ ԳՈՐԾՈՆՆԵՐ. Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծը (EIR) կը ներառէ Քալիֆորնիոյ Շրջակայ Միջավայրի Որակի Որոշման (ՔՇՄՈՈ-CEQA) մէջ յաքեղաբերած շրջակայ միջավայրի խոչաբանիչի կրթի գնահատումը: Գիմնելով Առաքարկուած Ծրագիրի նկատառութեան եւ վարիկ վրայ՝ Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծը կը կեդրոնանայ հետեւեալ հիմնական ազդեցութեան ոլորտներուն վրայ՝ Փոխադրամիջոց. Գեղագիտութիւն. Օդի Որակ. Վենասաբանական Միջոցներ. Աշակերտային Միջոցներ. Ուժանիքի Միջոցներ. Երկրաբանութիւն. Ջուղ եւ Ջերմաստանութեան Միջոցներ. Կենսոլորտի Կազի Արձակում. Վտանգներ եւ Վտանգաւոր Նիւթեր. Աղմուկ եւ Թրդռացում. Ճեղուհիքային Աշակերտային Միջոցներ եւ Տրաքարութիւն եւ Ցուրի Որակ: Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծը յաքեղաբերեց բարելաւուածքներ անժուռելի ազդեցութիւններ՝ «փոքր» ինքնաշարժներու ապեղող աշխատութեան պատճառած ապասելող ազդեցութիւններ եւ այլուէ ոլ թրթռացում՝ Պալմտէյլի Շրջ Երկաթուղիով Յաջեղացած եւ Լենքեսթըր Վերջակայքի Բարելկարգումները, չինարարական աշխատանքներուն իրեւ արդիւնք: Սիա բոլոր յատկանիշները հաւանական ազդեցութիւններ պիտի ըլլան նուազ քան կամ-ընդունելի՝ ամորտի միջոցառումներու կատարումով՝ ինչպէս կ'ուսած է Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծին մէջ: Նոսպ. Քենիքնի Կողմնակի Յաջեղացած Բարելկարգումի վարի մասեր տեղագրուած են Ուրեքերը-Պրոնաթ Յարաքի պատճառներուն մէջ, որոնք ներառուած են վտանգաւոր կիներու. «Մորեք Քանկիի վրայ՝ հանապատախտանաքո հետեւելով Կառավարչութեան կանոնադրութեան Բաժին 65962.5ին:

ՀԱՆՐԱՅԻՆ ՎԵՐՔԱՔԵՈՒԹԵՍՆ ԺԱՍՆՆԱԿԱՍԻՏՈՒՅՆ՝ 28 Յուլիս 2021էն 10 Սեպտեմբեր 2021

ՀԱՆՐԱՅԻՆ ԺՈՂՈՎ. «Մետրօ»ն պիտի իրականացնէ չարք մը հանրային ժողովներ՝ Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծին վերաբերեալ վկայութիւններ առանելուց համար, հանրային տեղեկութիւններ եւ մեկնաբանութիւններու 45օրեայ ժամանակամիջոցին ընթացքին: Նոսբանի ժողովները «Zoom-19»ով պատճառ անհամբ ներկայացուց միջոցա տեղի պիտի չունենան՝ քայլերնիս համար հանրային ապահովութիւնը: Ներկայացումները կարելի է դիտել metro.net/projects/avl կայքէջին վրայ՝ Կենդանի ներկայացումնը կարելի է տեսնել հետեւեալ թուականներուն եւ ժամերուն:

Թուական՝ Չորեքշաբթի 18 Օգոստոս 2021
ժամ՝ երեկոյեան ժամը 6էն 7 30
ժողովի կայք՝ bit.ly/3Cgf4eC
Webinar ID 945 3481 0295
Հեռ. Թիւ՝ 213 338 8477

Հաքեղով Հեռ. թիւ՝ 646 749 3335
Գաղտնաքառ՝ 509 148 569

Por teléfono en español: 646 749 3335
Conferencia #: 754 052 309

Թուական՝ Շաբաթ 21 Օգոստոս 2021
ժամ՝ առաւոտեան ժամը 11էն մ է 12 30
ժողովի կայք՝ bit.ly/3w015ma
Webinar ID: 998 8152 7566
Հեռ. Թիւ՝ 213 338 8477

Հաքեղով Հեռ. Թիւ՝ 646 749 3335
Գաղտնաքառ՝ 320 266 021

Por teléfono en español: 646 749 3335
Conferencia #: 248 035 021

ՍԵԿԱՒԱԿԱՆՈՒԹԻՒՆՆԵՐ. Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծին վերաբերեալ մեկնաբանութիւններ կարելի է գրաոր կամ բերանացի ներկայացնել հանրային ժողովներուն ընթացքին: Գրաոր մեկնաբանութիւններ «Մետրօ»ին պէտք է ղրկուին ոլ ուշ քան 10 Սեպտեմբեր 2021, ներքեւի նամակատատրային կամ ե-նամակի հասցեներով կամ ներկայացուն մեկնաբանութեան ատցանց հարցաքննին միջոցա, ծրագրի կայքի metro.net/projects/avl էջին վրայ: Կրնաք նաեւ հետագրել AVL-ի Տատրոյութեան եւ Սպասարկութեան Բարելկարգման Ծրագրի (213) 922 4844 «Տպաչան» թիվին եւ պատգամ ձգել:

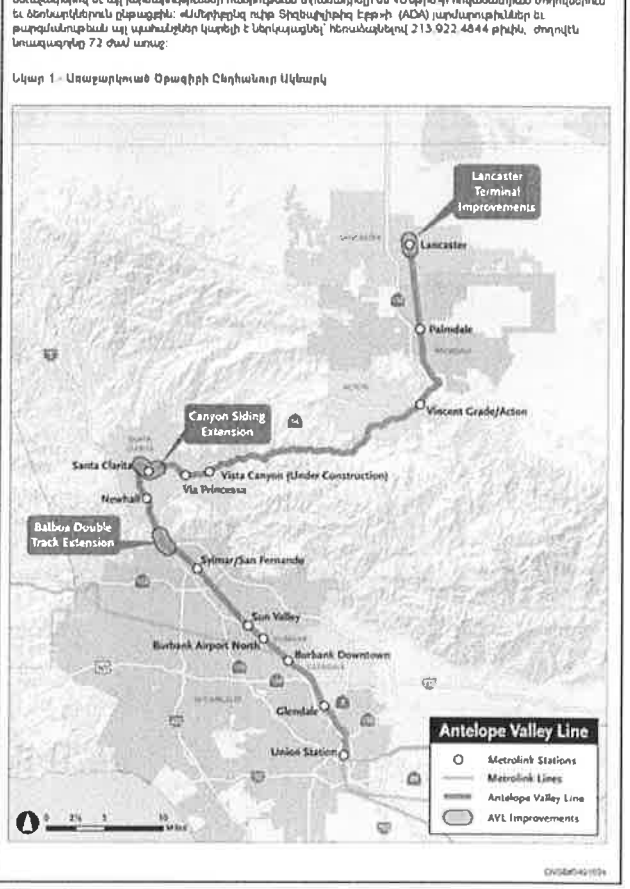
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

ՓԱՍՏԱԹՈՒՂԹԻՐԻ ՏՐԱՄԱԴՐԵԼԻՈՒԹԻՒՆ. Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ուրուագիծը վերաբերելու համար տրամադրուի է https://www.metro.net/projects/avl կայքէջին վրայ եւ հետեւեալ վայրերուն մէջ:

- «Մետրօ»ի Գլխաւոր Գրասենեակ (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – միայն ժամադրութեամբ. Դասնցէք ե-նամակ ուղարկել library@metro.net հասցէին՝ ժամադրութիւն առնելու համար
- Լոս Անճելըսի Դաղարանի Գրադարան, Լոս Ֆելիզի Մասնաճիւղ (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Կլենտէյլի Կեդրոնական Գրադարան (222 E Harvard St, Glendale, CA 91205)
- Պըրպանքի Կեդրոնական Գրադարան (110 N Glenoaks Blvd, Burbank, CA 91502)
- Սան Ֆերնանտօ Գրադարան (217 N Maclay Ave, San Fernando, CA 91340)
- Օլտ Թաուն Նիւհոլ Գրադարան (24500 Main St, Santa Clarita, CA 91321)
- Աքքըն Սկուտ Տուլէ Գրադարան (33792 Crown Valley Rd, Acton, CA 93510)
- Փալմտէյլ Քաղաքի Գրադարան (700 E Palmdale Blvd, Palmdale, CA 93550)
- Լենքեսթըրի Գրադարան (601 W Lancaster Blvd, Lancaster, CA 93534)

ՏԱՐՄԱՐՈՒԹԻՒՆՆԵՐ. Սպանիերէնի եւ Դարերէնի թարգմանութիւն տրամադրելի պիտի ըլլայ երկու ժողովներուն ընթացքին: Ըստ պահանջի՝ խոչ-հարցերու նշանագրերի թարգմանութիւն, նիւթեր տարբեր ծեւաչափերով եւ այլ յարմարութիւններ հանրութեան տրամադրելի են «Մետրօ»ի հովանաւորած ժողովներուն եւ ծեռնարկներուն ընթացքին: «Մերքիրիզ ուիք Տիզեպիլիթիզ Էքթ»ի (ADA) յարմարութիւններ եւ թարգմանութեան այլ պահանջներ կարելի է ներկայացնել հետաքրքրուելով 213.922.4844 թիվին, ժողովին նուազագոյնը 72 ժամ առաջ:

Նկար 1 - Առաջարկուած Ծրագիրի Ընդհանուր Ակնարկ



Burbank Independent

121 E Chestnut Ave
Monrovia, CA 91016
(626) 301-1010

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES)

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am a principal clerk of the printer of the **Burbank Independent**, a newspaper published in the English language for the city of BURBANK, county of LOS ANGELES, and adjudged as a newspaper of general circulation by the Superior Court of the County of LOS ANGELES, State of California on the date of August 16, 2013, Case Number ES016728; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 29, 2021

I certify (or declare) under penalty of perjury that The foregoing is true and correct.

Dated at Monrovia, California,

This 29th day of July 2021

X _____
Signature

(This space is for the County Clerk's Filing Stamp only)

Proof of Publication of

A0000057914 56

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR.

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, *retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).*
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster, within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will co
and comment period. Public heari
viewed at metro.net/projects/avl. L

Date: Wednesday, August 18,
Time: 6 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.
Սեմինարի կոդ՝ 509 148 549

Por teléfono en español: 646.7
Contraseña: 754 052 309

Por teléfono en español: 646.7
Contraseña: 754 052 309

COMMENTS: Comments on the D
be sent to Metro on or before Se
comment form found on the proje
Program hotline number at (213)

Brian Balderrama, Senior D
Los Angeles County Metro
One Gateway Plaza, Mail S
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The
lowing locations:

- Metro Headquarters (One G
- metro.net to schedule an ap
- Los Angeles Public Library
- Glendale Central Library (2
- Burbank Central Library (11
- San Fernando Library (217
- Old Town Newhall Library (2
- Acton Agua Dulce Library (3
- Palmdale City Library (700
- Lancaster Library (601 W L

ACCOMODATIONS: Spanish an
language interpretation, materials
meetings and events. Americans
213.922.4844 at least 72 hours in

Figure 1 - Proposed Project Overv

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.749.3335
Մասնակցի կոդ 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.749.3335
Մասնակցի կոդ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

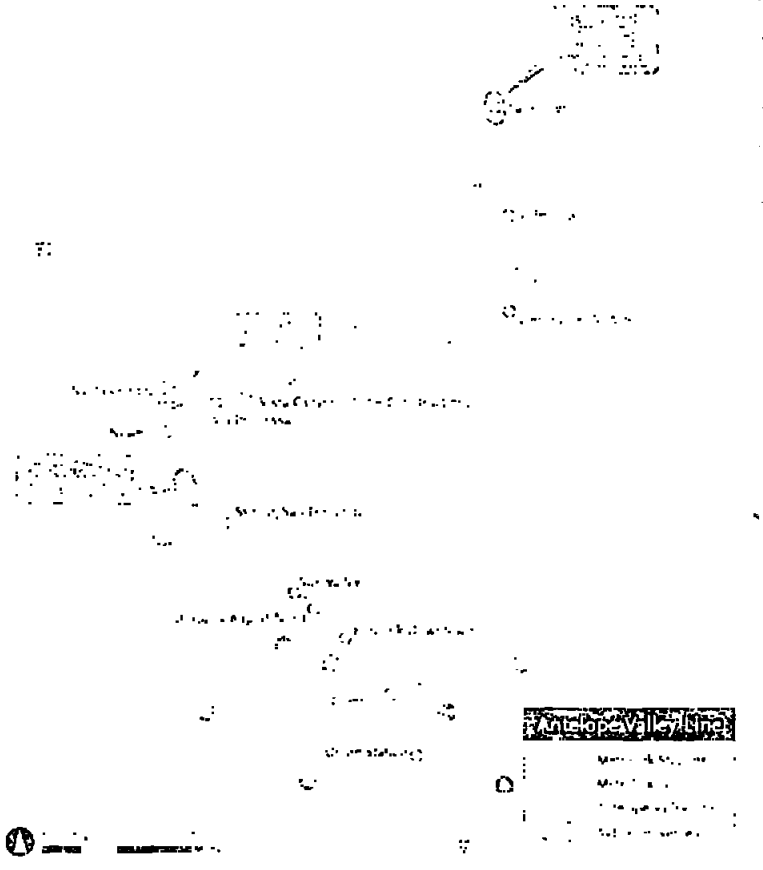
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

WORLD JOURNAL (CHINESE DAILY NEWS)

On the following dates:

08/03/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

23rd day of August 2021

Elwyn Johnson
Signature

3491628
"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 8 0 7 6 7 4 *

眾議員則擋下以「一致同意」方式讓禁止 全收循國會簡佈。

Metro

環境影響報告草案完成和可調閱的通告

日期: 2021年7月28日
收件人: 各機關、組織和利益相關方
主題: 環境影響報告草案完成 (NOC) 和可調閱 (NOA) 通告
項目名稱: 羚羊谷線路容量和服務改善計劃
SCH 編號: 2020109001
發件人: 洛杉磯縣大都會交通管理局 (Metro)

特此通告: 遵照《加州環境質量法》（CEQA）指南，洛杉磯縣大都會交通管理局（Metro）作為牽頭機構，已經為羚羊谷線（ AVL)容量和服務改進計劃（提議項目）編制一個《環境影響報告（EIR）草案》。作為一個在已經使用的鐵路上實施或增加乘客和通勤服務的項目，根據《公共資源法》第 21080(b)(10) 條和 CEQA 指南第 15275(b) 條，提議項目免於 CEQA。但 Metro 已選擇編制 EIR 草案，以提供項目潛在環境影響的清晰記錄。該通告知向公眾、負責機構和其他有關方面提供了提議項目的總結，並且提供了查閱EIR草案的資訊。

項目描述: 提議項目涉及建設三項基礎設施改造工程，以提供所需的容量，到2028 年，使 Metrolink 通勤鐵路服務沿 AVL 增加到洛杉磯聯合車站 (LAUS) 和 Santa Clarita 之間每 30 分鐘的雙向發車，Santa Clarita 谷和 Lancaster 車站之間每60 分鐘的雙向發車。三項資本改進包括位於洛杉磯市的 Balboa 雙軌擴展、位於Santa Clarita市的 Canyon Siding 擴展和位於Lancaster市的Lancaster車站改進項目。**圖 1**顯示了項目走廊的區域背景以及三個資本改造地點。

下面描述了**圖 1 中**所示的三個資本改進被提議為未來的操作提供額外的靈活性，其中兩個資本改進具有備用站台配置選項。每個資本改進項目的建設和相關的選項，以及增加Metrolink服務的影響，已經在EIR 進行了評估:

- **Balboa雙軌擴展。** Balboa雙軌擴展將從Balboa大道向北延伸約 6,300 英尺至洛杉磯市的Sierra公路。這將為 Metrolink 提供運營能力，以安排更多的班車服務，尤其是在非高峰期。根據設計，將考慮擋土結構以避免侵占通行權 (ROW) 之外的區域。
- **Canyon Siding擴展。** Canyon Siding 擴展將在Santa Clarita市Soledad Canyon路和 Golden Oak路之間增加大約8400英尺的新雙軌線。這一改進將包括在現有Santa Clarita車站的第二側平台，並且添加一條新的車站南側交叉規定，便於Metrolink列車在Santa Clarita車站折返，並且提高運營靈活性和可靠性。
 - *平台到平台行人地下道設計選項。* – 該設計方案將在 Santa Clarita 車站提供一個單獨的分級行人地下道，將現有平台連接到提議的第二個平台。
 - *帶平台到停車場的行人地下道設計選項的*島式平台——該設計選項將提供一個新的島式平台（具有兩個平檯面），並將包括一個將 Santa Clarita 車站停車場連接到新島式平台的單獨分級的行人地下道。
- **Lancaster車站改進項目。** Lancaster車站改進項目將包括現有列車中途停留設施的擴展，在現有的Lancaster車站附近增加一個新的1000英尺長的和兩個500英尺長的火車存儲軌道並且提供加油。
 - *帶人行地下交叉口設計選項的島式站台*——該設計選項將在Lancaster車站提供一個帶兩個站檯面的島式站台和一個單獨分級的人行地下道（隧道），以提供通往新站台的通道。
 - *帶人行意架構道設計選項*的島式站台——該設計選項將在Lancaster車站提供一個帶有兩個站檯面的島式站台和一個單獨分級的人行道（橋），以提供通往新站台的通道。
 - *帶人地面行構道設計選項*的島式平台——該設計選項將在Lancaster車站提供一個帶有兩個平檯面的島式平台，並在新平台的北端和南端提供兩個地面行人過路處。

項目位置和環境設置: AVL 是一條現有的 76.6 英里鐵路走廊，從洛杉磯市的 LAUS 到洛杉磯縣內Lancaster市的Lancaster車站。該走廊由前南太平洋谷線組成，與從洛杉磯到Santa Clarita的 5 號州際公路 (I-5) 高速公路平行，向東轉，然後向北，平行於 14 號州公路 (SR 14) 到達 Lancaster 市。在當地，AVL 走廊沿走廊南部穿過許多人口稠密的住宅區，沿走廊北部穿過人口較少的郊區和農村地區。從南到北，AVL 沿線的城市和社區包括洛杉磯市、Glendale 市、Burbank市、San Fernando市、Santa Clarita市、洛杉磯縣直屬社區、Acton鎮、Palmdale市和Lancaster市。

項目目標: AVL 在將洛杉磯縣北部的社區與 LAUS 以及兩者之間的城市連接起來方面發揮著關鍵作用。在19年冠狀病毒病 (COVID 19) 流感大流行之前，AVL在 Metrolink的通勤鐵路系統中載客量排名第三位，負責清除該地區的道路每年大約一百萬平日汽車旅行。遵循州鐵路計劃和 Metrolink 的南加州優化鐵路擴建 (SCORE) 計劃，並預計未來 20 年洛杉磯縣北部地區的人口和就業將大幅增長，Metro 尋求改善 AVL 上的鐵路服務，以充分發揮其作為區域流動性增強的潛力，而不僅僅是高峰時段的通勤服務。因此，AVL 容量和服務改進計劃旨在:

- 提供定期和更頻繁的 Metrolink 服務，通過啟用前往聖克拉麗塔山谷的 30 分鐘雙向客運鐵路服務和沿 AVL 走廊向Lancaster提供 60 分鐘雙向服務，改善區域連通性和可達性。
- 提高 AVL 鐵路走廊客運服務的可靠性和效率。
- 提供必要的基礎設施改進，以提高 AVL 走廊沿線的運營靈活性和可靠性。
- 支持與加利福尼亞州鐵路 2040 計劃和 Metrolink 的 SCORE 計劃一致的地區鐵路服務願景和目標。

潛在的環境影響: EIR 草案包括對 CEQA 指南中確定的每個環境主題的評估。基於對提議項目的描述和位置， EIR草案集於以下主要影響領域：交通，美學，空氣質量，生物資源，文化資源，能源，地質，土壤和古生物資源，溫室氣體排放，危害及危害材料、噪音和振動、部落文化資源以及水文和水質。EIR 草案確定了與 Balboa 雙軌擴展和 Lancaster 車站改進相關的增加的內燃機車活動相關的污染物排放增加和施工活動產生的噪音和振動相關的重大不可避免的影響。實施 EIR 草案中所述的緩解措施後，所有其他潛在的重大影響將不那麼顯著。此外，部分Canyon Siding擴建工程場地位於 Whitaker-Bermite 設施的歷史邊界內，該設施被列入根據《政府法規》第 65962.5 條編制的 Cortese 危險材料場地清單。

公眾審查期: 2021年 7 月 28 日至 2021年 9 月10 日。

公共聽證會: Metro將在為期 45天的公共審查和披露期間進行一系列公共聽證會，對EIR草案採取證詞。為了推動與COVID 19 有關社會安全，公共聽證會不是現場會議。可以在metro.net/ projects/avl上查看演講。可以在以下日期和時間觀看現場演講。

日期: 2021年8月18日，週三
時間: 晚上6 時 – 7時30分
會議鏈接: bit.ly/35qFkcC
網絡會議 ID: 948 3461 0205
參加電話號碼: 213.338.8477

亞美尼亞語電話熱線: 646.749.3335
接入代碼: 509 148 549

西班牙語電話熱線: 646.749.3335
接入代碼: 754 052 309

日期: 2021年8月21日，週六
時間: 上午11 時 – 中午12時30 分
會議鏈接: bit.ly/3wD1Sms
網絡會議 ID: 998 8162 7606
參加電話號碼: 213.338.8477

亞美尼亞語電話熱線: 646.749.3335
接入代碼: ,320 266 021

西班牙語電話熱線: 646.749.3335
接入代碼: 248 035 021

評論: 對 EIR 草案的評論可以在公共聽證會上以書面或口頭形式提交。書面意見應該在2021年 9月10日或之前按照下列郵寄地址或電子郵件地址發送到Metro，或者通過在項目網站metro.net/ projects/avl上找到在線評論表格提交。您也可以撥打AVL容量和服務改進計劃的熱線號碼（213）922 4844並留言。

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012

電子郵箱: AVL@m

調閱文件: EIR草案是可在

- Metro 總部 (One G
- 洛杉磯公共圖書館 –
- Glendale 中央圖書
- Burbank 中央圖書館
- San Fernando 圖書
- Old Town Newhall
- Acton Agua Dulce
- Palmdale 市圖書館
- Lancaster 圖書館 (6

便利設施: 兩次公共聽證會設施。可提前至少 72 小時

圖 1 – 提議的項目概述



機構，已經為羚羊谷線（ AVL)容量和服務改進計劃（提
勵服務的項目，根據《公共資源法》第 21080(b)(10) 條
生環境影響的清晰記錄。該通告知向公眾、負責機構和其

通勤鐵路服務沿 AVL 增加到洛杉磯聯合車站 (LAUS) 和
列發車。三項資本改進包括位於洛杉磯市的 Balboa 雙軌
1顯示了項目走廊的區域背景以及三個資本改造地點。

備用站台配置選項。每個資本改進項目的建設和相關的

Sierra公路。這將為 Metrolink 提供運營能力，以安排
W) 之外的區域。
Golden Oak路之間增加大約8400英尺的新雙軌線。這
定，便於Metrolink列車在Santa Clarita車站折返，並

共一個單獨的分級行人地下道，將現有平台連接到提議

一個新的島式平台（具有兩個平檯面），並將包括一個將

在現有的Lancaster車站附近增加一個新的1000英尺長

提供一個帶有兩個站檯面的島式站台和一個單獨分級的人

供一個帶有兩個站檯面的島式站台和一個單獨分級的人

供一個帶有兩個平檯面的島式平台，並在新平台的北端

caster市的Lancaster車站。該走廊由前南太平洋谷線
4 號州公路 (SR 14) 到達 Lancaster 市。在當地，AVL
AVL 沿線的城市和社區包括洛杉磯市、Glendale
Lancaster市。

在19年冠狀病毒病（COVID 19）流感大流行之
日汽車旅行。遵循州鐵路計劃和 Metrolink 的南加州優
改善 AVL 上的鐵路服務，以充分發揮其作為區域流動

鐵路服務和沿 AVL 走廊向Lancaster提供 60 分鐘雙向

景和目標。

和位置。 EIR草案集於以下主要影響領域：交通，美學，
噪音和振動，部落文化資源以及水文和水質。EIR 草案
和施工活動產生的噪音和振動相關的重大不可避免的影
Siding擴建工程場地位於 Whitaker-Bermite 設施的歷

]。為了推動與COVID 19 有關社會安全，公共聽證會不

21日，週六
1 時 – 中午12時30 分
/3wD1Sms
98 8162 7606.
3.338.8477

象：646.749.3335
6 021

646.749.3335
5 021

)日或之前按照下列郵寄地址或電子郵件地址發送到Met-
服務改進計劃的熱線號碼（213）922 4844並留言。

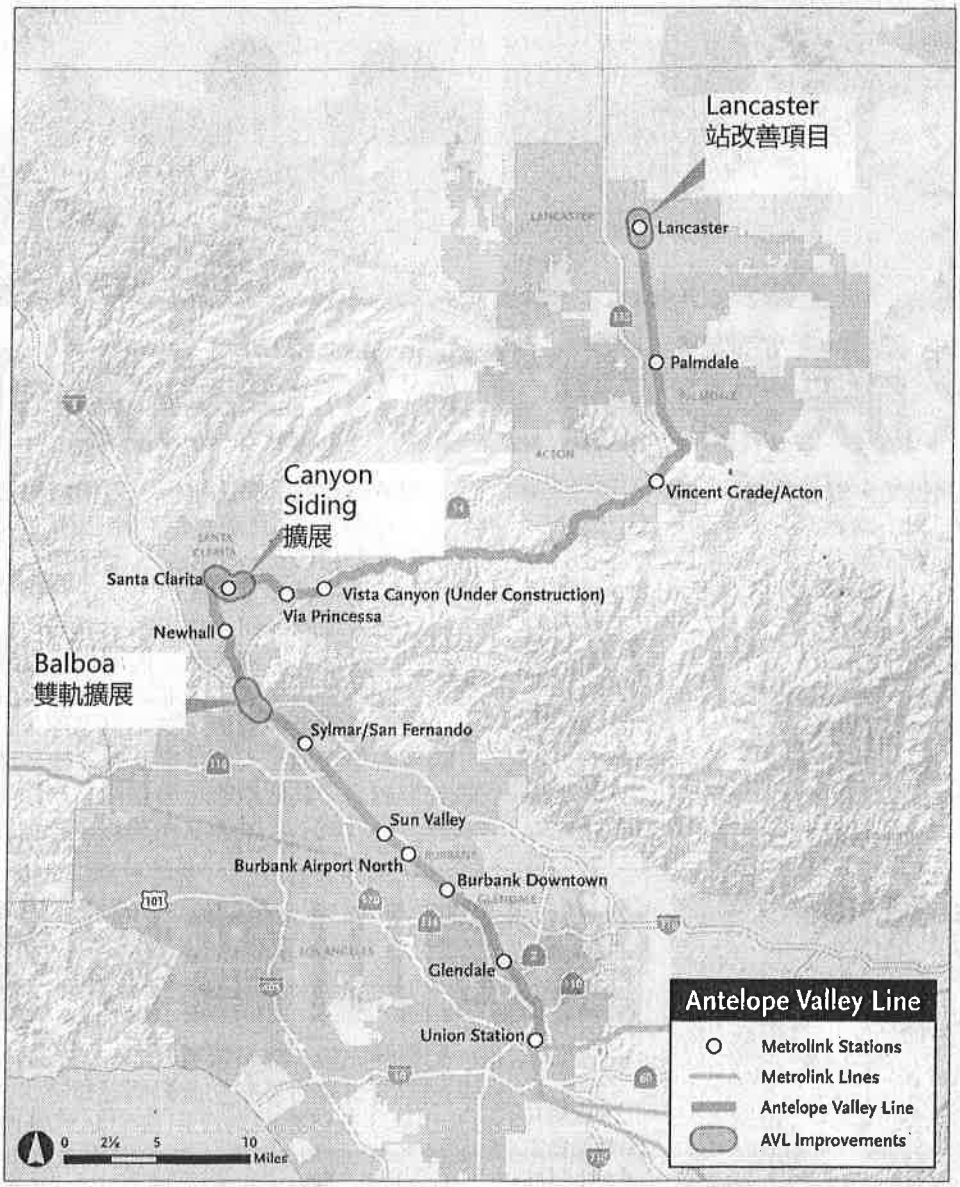
電子郵箱：AVL@metro.net

調閱文件： EIR草案是可在以下網站查閱：https://www.metro.net/projects/AVL/，也可以在下列地點調閱：

- Metro 總部 (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – 僅限預約。請發電子郵件至library@metro.net，安排預約。
- 洛杉磯公共圖書館 – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale 中央圖書館 (222 E Harvard St, Glendale, CA 91205)
- Burbank 中央圖書館 (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando 圖書館 (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall 圖書館 (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce 圖書館 (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale 市圖書館 (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster 圖書館 (601 W Lancaster Blvd, Lancaster, CA 93534).

便利設施： 兩次公共聽證會均提供西班牙語和亞美尼亞語口譯服務。根據要求，Metro 贊助的會議和活動可向公眾提供手語翻譯、其他格式的材料和其他便利設施。可提前至少 72 小時致電 213.922.4844 提出《美國殘疾人法案》(ADA) 便利設施和其他翻譯請求。

圖 1 – 提議的項目概述
v



Vista Canyon (Under Construction)=Vista Canyon (正在建設中) Union Station=聯合車站 Antelope Valley Line= 羚羊谷線 Metrolink Stations = Metrolink 車站 Metrolink Lines = Metrolink 線 Antelope Valley Line = 羚羊谷線 AVL Improvements = AVL 改善項目

CNSB#3491628

L099332-2

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STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the matter. I am the principal clerk of the printer of the Daily News, a newspaper of general circulation published 7 times weekly in the City of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

07/28/2021

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, LA Co. California,
on this 30th day of July, 2021.

Mark Dentner

Signature

A000005788211

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure** 1, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սառնումի կոդ՝509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Սառնումի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922.4844 and leave a message.

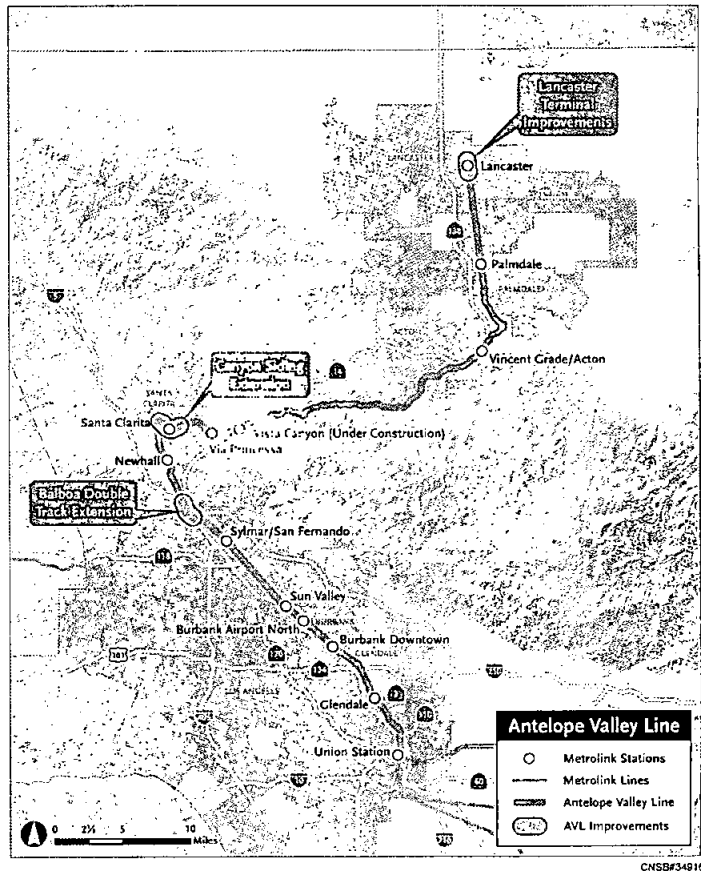
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

EL SOL (SAN FERNANDO)

On the following dates:

07/29/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

13th day of August 2021



Elwyn Johnson
Signature

3491630
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



learing 8/5/2021 at ept.: F47 at the court

Superior Court of California, County of Los Angeles 9425 Penfield Avenue

Petitioner Jeffrey Ronald Martineau and Trishna Kathleen Helmick filed a petition with this

The Court Orders that all persons interested in this matter appear before this court at the hearing

matter is scheduled to be heard and must appear at the hearing to show cause why the petition

Metro

EACIÓN Y DISPONIBILIDAD DE UN E INFORME DE IMPACTO AMBIENTAL

iolones y Partes Interesadas
ón (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impac-

as de Servicio y Capacidad de la Línea Antelope Valley

ltana de Transporte del Condado de Los Ángeles (Metro)

nformidad con las Directrices de la Ley de Calidad Ambiental de California, de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea - Propuesto). Como un proyecto para la institución o aumento de pasajeros y ropuesto está exento de CEQA bajo el Código de Recursos públicos sección (b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un Proyecto. Este aviso proporciona al público, agencias responsables, y otras e *información concerniente a la disponibilidad del Borrador EIR.*

sto implica la construcción de tres mejoras capitales que proporcionarían la nes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidirec-LAUS) y *Santa Clarita Valley y un avance bidireccional de 60 minutos entre* 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de er. La Figura 1 muestra el contexto regional del corredor del Proyecto, así

lgura 1, se describen a continuación, con dos mejoras de capital que tienen inea alternativas, que son propuestas para brindar flexibilidad adicional para e mejora de capital y sus opciones asociadas, así como los impactos opera-o evaluados en el EIR:

ensión de Doble Vía Balboa extendería la la doble vía existente aproxima-boa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto propor-*nk para programar servicios más regulares, especialmente en período de* ucturas de contención serán consideradas para evitar invasiones fuera del *Inglés).*
Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies *d y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría* ente Estación Santa Clarita y una nueva vía de paso al sur de la Estación los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad

Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño tonal Inferior separado a nivel en la Estación Santa Clarita para conectar la gunda plataforma propuesta.
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na Insular con Cruce Peatonal A Nivel – Esta opción de diseño proporcio-r con dos superficies de plataforma en la Estación Lancaster y dos cruces *xtremos norte y sur de la nueva plataforma.*

ITAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde ster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor y Line y es paralela a la *autopista Interestatal 5* (I-5) de Los Ángeles a Santa a Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL obladas a lo largo de la parte sur del corredor y suburbanas menos pobladas r. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la le Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No idad de Palmdale, y la Ciudad de Lancaster.

el fundamental en la conexión de comunidades del norte del Condado de Los de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL tran-tema de trenes de cercanías de Metrolink y fue responsable de eliminar aprox-arreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el nia de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crec-gión norte del Condado de Los Ángeles durante los siguientes 20 años, Metro *ealizar todo su potencial como una mejora de la movilidad regional y no sólo* secuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

nás frecuentes para mejorar la conectividad regional y la accesibilidad a errovíario de pasajeros bidireccional de 30 *minutos a Santa Clarita Valley y un* ancaster a lo largo del corredor de la AVL.
servicio de pasajeros en el corredor ferroviario de la AVL.
tura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor

ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del ORE de Metrolink.

ador EIR incluye una evaluación de cada tópico ambiental identificado en las bicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes lad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, ones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, del Agua. El Borrador EIR identificó impactos inevitables significativos relacio-l aumento de la actividad de las locomotoras diésel con el ruido y la vibración dados con la Extensión de Doble Vía de Balboa y las mejoras de la Terminal le *significativos serían menos que significativos* con la implementación de las dor EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Can-

yon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante *el período de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad* comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo *pueden verse en las siguientes fechas y horarios.*

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 6162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Metro en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro.net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

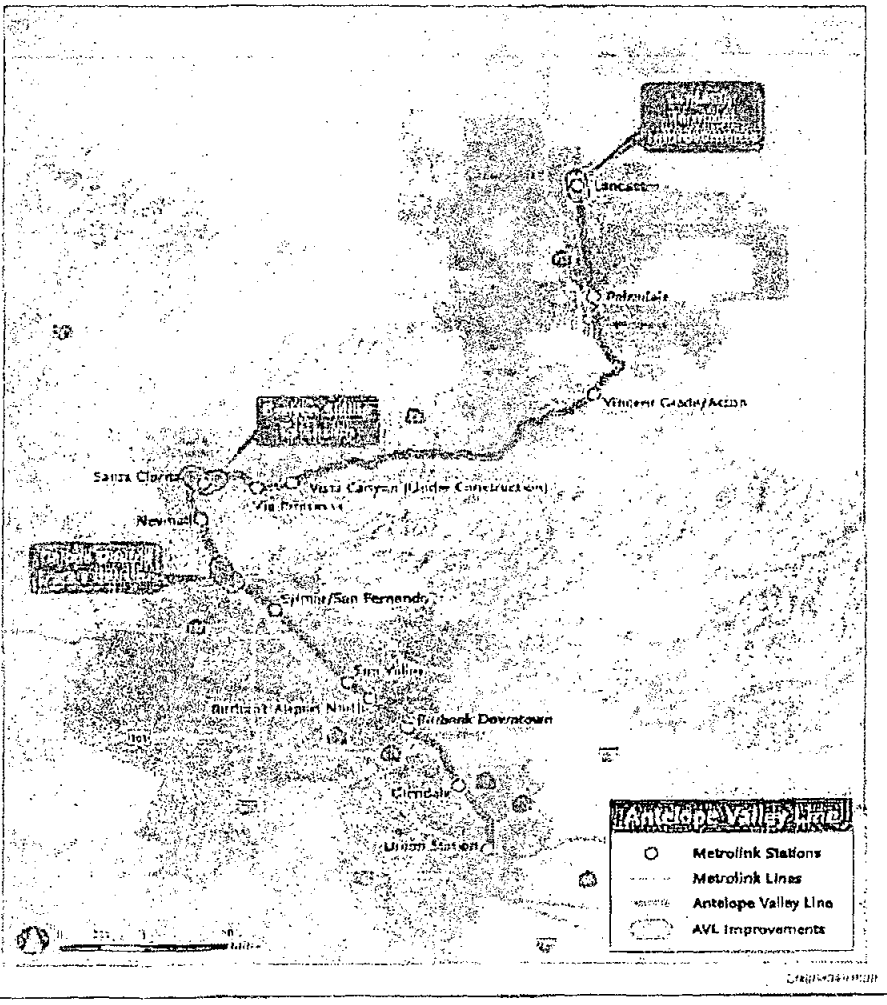
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13' Piso, Los Ángeles, CA 90012) – *solamente mediante cita. Por favor, envíe un correo* electrónico a library@metro.net para agendar una cita.
- *Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)*
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: *Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud,* interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para *reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas* en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



) court days before the scheduled to be heard t appear at the hearing cause why the petition t be granted. If no written is timely filed, the court it the petition without a

f Hearing 8/5/2021 at Dept.: F47 at the court ove.

Publish: 7/8, 7/15, 7/22 & 7/29/2021
San Fernando Sun
L12621

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
Superior Court of California,
County of Los Angeles
9425 Penfield Avenue
Chatsworth, CA 91311
Chatsworth Courthouse

Petition of: Jeffrey Ronald Martineau and Trishna Kathleen Helmick
Change of Name
Case #: **21CHCP00248**
Petitioner Jeffrey Ronald Martineau and Trishna Kathleen Helmick filed a petition with this court for a decree changing names as follows:
Present Name:
Jeffrey Ronald Martineau,
Trishna Kathleen Helmick
Proposed Name:
Jeffrey Ronald Malick,
Trishna Kathleen Malick
The Court Orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition

Metro

LIZACIÓN Y DISPONIBILIDAD DE UN DE INFORME DE IMPACTO AMBIENTAL

21
izaciones y Partes Interesadas
ción (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impac-

joras de Servicio y Capacidad de la Línea Antelope Valley

olitano de Transporte del Condado de Los Ángeles (Metro)

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PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

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Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 268 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

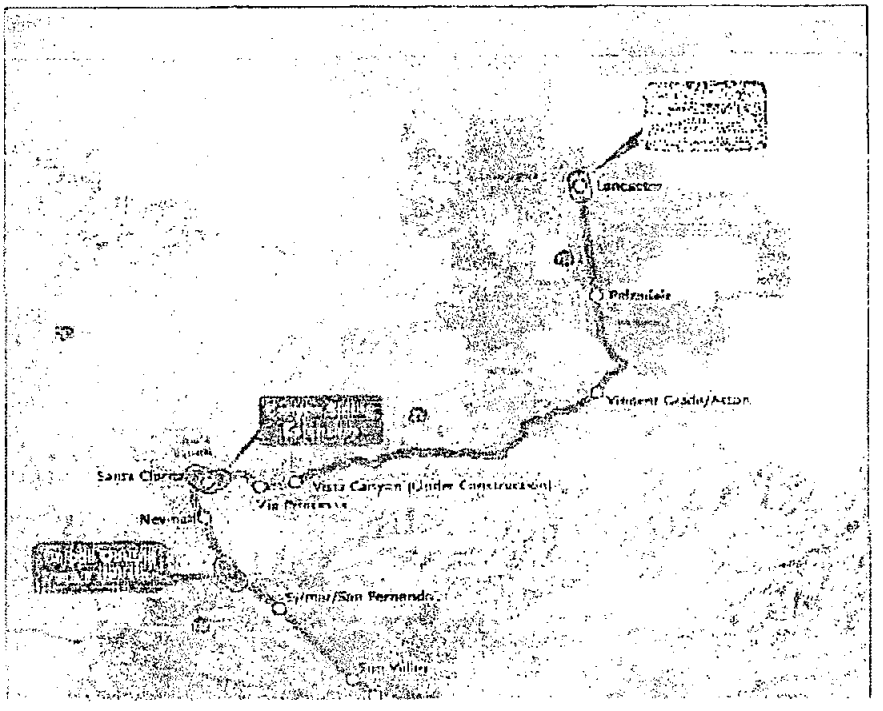
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Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en las siguientes ubicaciones:

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- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



Publication: Glendale News-Press
Outlook Control #: 2021-07-26-22592
Ad Description: CNSB-3491626-NOC-NOA-DEIR
Publication Dates: 7/31/21

This space is reserved for Clerk's Filing Stamp

Outlook Newspapers Group
PO Box 578
La Cañada Flintridge, CA 91012

PROOF OF PUBLICATION

2015.5 C.C.P.
State of CA, County of Los Angeles

I am a citizen of the United States and employed by a publication in the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the mentioned matter. I am the principal clerk of the Glendale News Press, a newspaper published weekly in the City of Glendale, County of Los Angeles, and adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of March 1, 1934, Case Number 369086. The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

7/31/21

I certify (or declare) under the penalty of perjury that the following is true and correct.

Signature

Dated in Glendale, California

7/31/21

PROOF OF PUBLICATION
GLENDALE NEWS-PRESS
800 Foothill Boulevard.

A0000057938 06

GLENDALE NEWS-PRESS PUBLIC NOTICE

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. Figure 1 shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

Publish Date July 31, 2021, Glendale News-Press

Outlook Newspapers Group
PO Box 578
La Cañada Flintridge, CA 91012

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Ամսույնի կոդ՝509 148 549

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Ամսույնի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

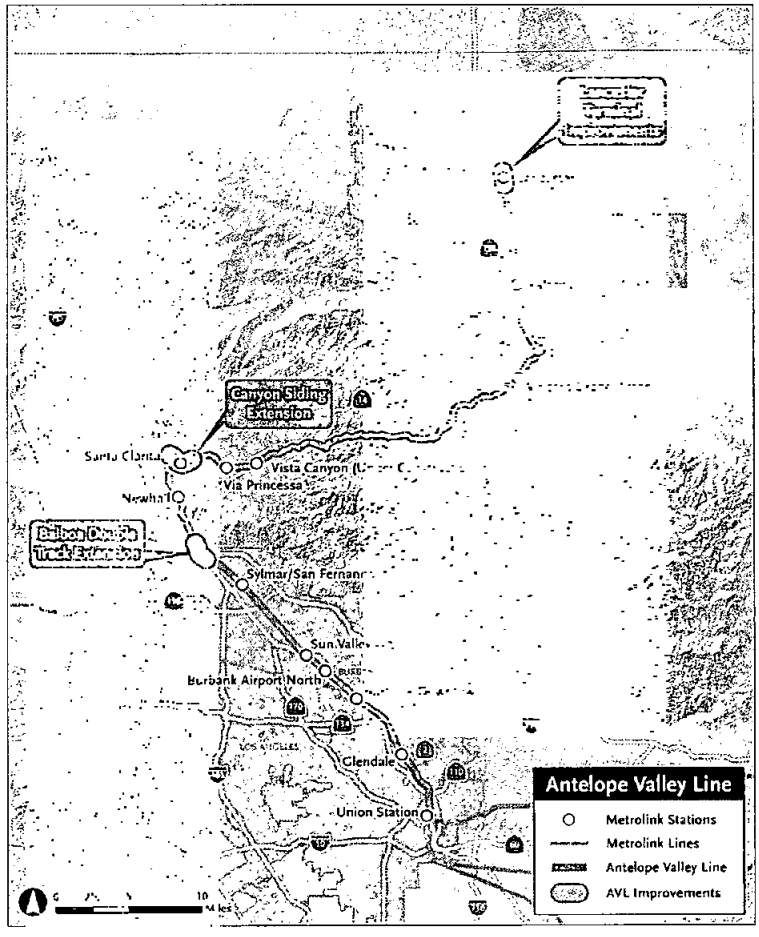
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



CNSB#3491626

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

PO Box 71847, Los Angeles, CA 90071
Tel: (213)896-2260 • Fax: (213)-896-2260

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 28

all in the year 2021

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

28 day of July, 2021

Signatur

AVD #017 Contr
Rev. 03/12

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Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA:	28 de julio de 2021
PARA:	Agencias, Organizaciones y Partes Interesadas
ASUNTO:	Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO:	Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH:	2020109001
DE:	Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de C fornia, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacic de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o mento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Cód de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concernient la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionar la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avar bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extens de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Sar Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital q tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilid adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así cor los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,40 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejor incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
 - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conect la plataforma existente a la segunda plataforma propuesta.
 - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona miento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones par abastecimiento de combustible.
 - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y ur paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que v desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Lo Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel loca el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbana menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo larg de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad d Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaste

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado d Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AV transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de elimina aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviari y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación de crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sól como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado e las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las sigui entes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recurso Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitable significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel cor el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
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ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
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NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

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EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significati implementación de las medidas de mitigación como se describe en el Borrador EIR. Ac tensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Inst incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias púb la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden vers ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021	**Fecha: Sábado 2**
Hora: 6 pm – 7:30 pm	Hora: 11:
Enlace de la Reunión: bit.ly/35qFkcC	Enlace de la Reu
Identificación del Webinar: 948 3461 0205	Identificación del
Número de marcación: 213.338.8477	Número de marca
Línea de Teléfono Armenia: 646.749.3335	Línea de Teléfonc
Código de Acceso: 509 148 549	Código de Acces
Por teléfono en español: 646.749.3335	Por teléfono en e
Contraseña: 754 052 309	Contraseña: 248

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiemb electrónico de abajo o enviados a través de un formulario de comentarios en línea qu net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de 4844 y dejar un mensaje.

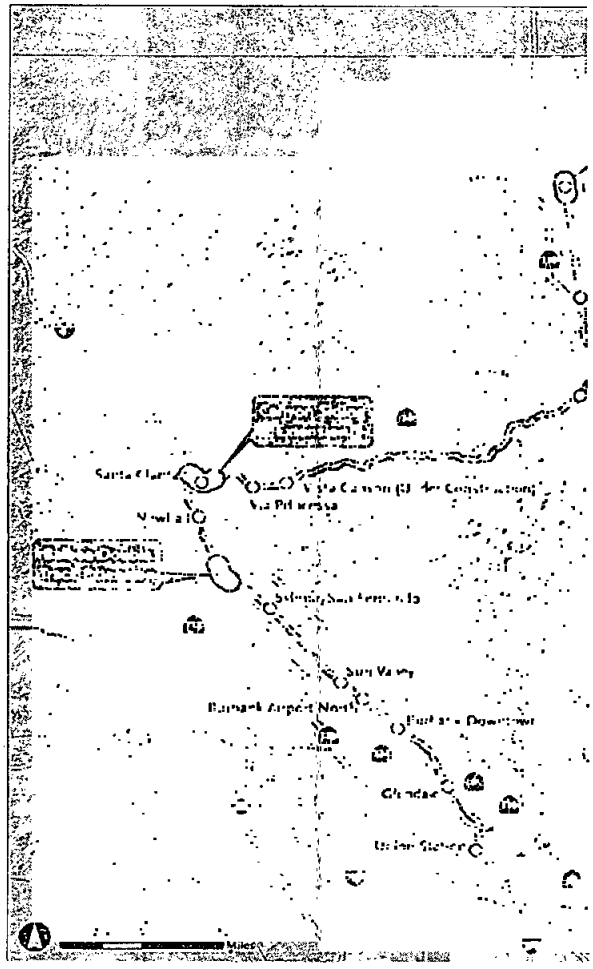
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revis projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solame correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ár
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles er tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras a para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadou sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

VISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN EPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- canlas en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código (b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un gistro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al as partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían ue el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance s Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión idad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa ncaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del es ubicaciones de mejoras de capital.

uestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como le los servicios de Metrolink, han sido evaluados en el EIR:

Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- il norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. icidad operativa para Metrolink para programar servicios más regulares, especialmente vidad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar cho de paso (ROW, por sus siglas en inglés).
ro Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora taforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur gada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y onfiabilidad operativa.

Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ría un paso peatonal inferior separado a nivel en la Estación Santa Clanta para conectar a existente a la segunda plataforma propuesta.
Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- Estación Santa clarita a la nueva plataforma de isla.

Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de ar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 nlas de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para stible.
Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un al inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- aforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce ente) separado a nivel para proporcionar acceso a la nueva plataforma.
Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos onales a nivel en los extremos norte y sur de la nueva plataforma.

'ORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va les a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. a de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los ego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas rgo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo ngeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de ado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

L juega un papel fundamental en la conexión de comunidades del norte del Condado de intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, o de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

k regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a e un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley de 60 minutos a Lancaster a lo largo del corredor de la AVL.

eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

s del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del rograma SCORE de Metrolink.

\LES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiorte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos sos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significativos serían menos que significativos con la implementación de las medidas de mitigación como se describe en el Borrador EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro. net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

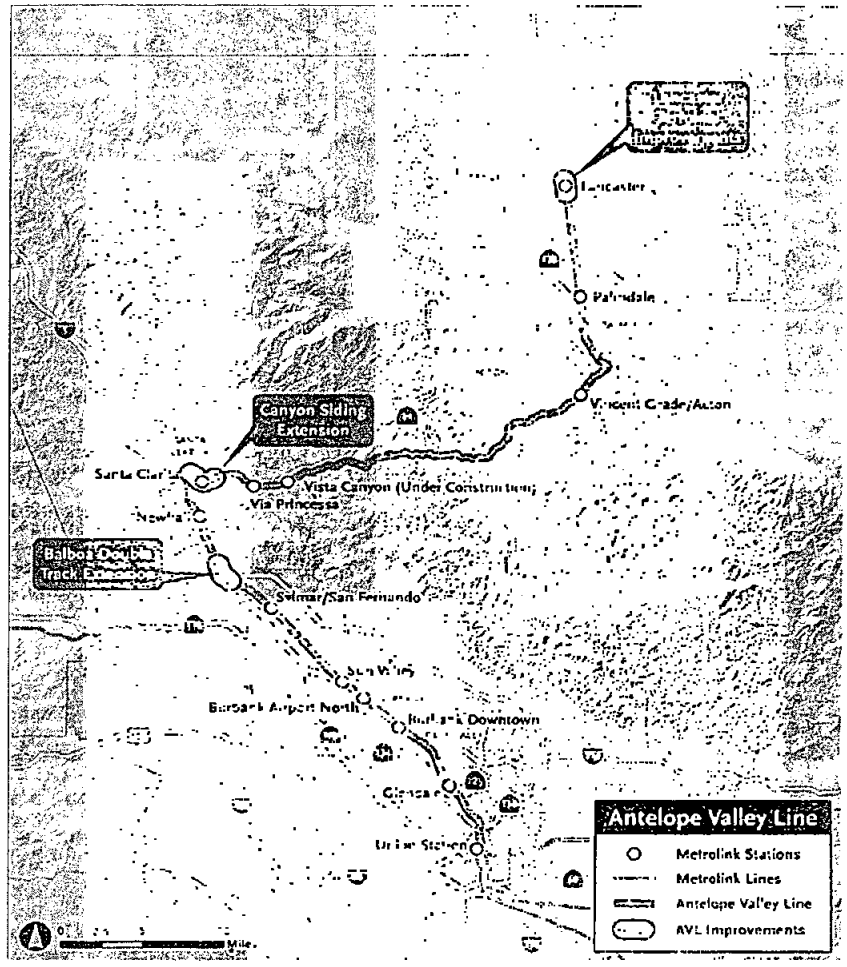
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envie un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



2020109-100397-1

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
 - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
 - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
 - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

tensión de Apartadero Canyon están ubicadas dentro de los
incluida en la Lista Cortese de materiales peligrosos compila

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de
durante el periodo de revisión y comentarios públicos de 45
la seguridad comunitaria relacionada con COVID 19. Las pre
ciones en vivo pueden verse en las siguientes fechas y hora

Fecha: **Miercoles 18 de agosto de 2021**
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMENTARIOS: Los comentarios del Borrador EIR pueden
cas. Los comentarios escritos deben enviarse a Mero en o
electrónico de abajo o enviados a través de un formulario de
net/projects/avl. También puede llamar a la linea directa del
4844 y dejar un mensaje.

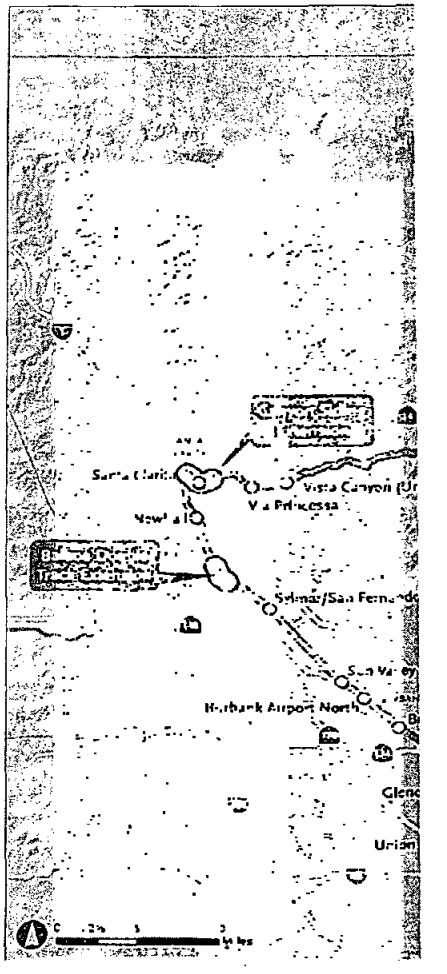
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado d
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR esté
projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Áng
correo electrónico a library@metro.net para agendar u
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1
- Biblioteca Central de Glendale (222 E Harvard St, Glen
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, B
- Biblioteca de San Fernando (217 N Maclay Ave, San F
- Biblioteca de Old Town Newhall (24500 Main St, Santa
- Biblioteca de Acton Agua Dulce (33792 Crown Valley R
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palr
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancas

ADAPTACIONES: Interpretación del idioma español y armen
tud, interpretación del lenguaje de señas, materiales en form
para reuniones y eventos patrocinados por Metro. Adaptacior
sus siglas en inglés) y otras solicitudes de traducción puede
anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN NTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- le Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ıbiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad ɔor sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código 80(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al ɔtras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían r que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance ₋os Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 / la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Lancaster ubicada en la Ciudad de Lancaster. La **Figura** 1 muestra el contexto regional del tres ubicaciones de mejoras de capital.

ı muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que es de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad ₋a construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como ɔ de los servicios de Metrolink, han sido evaluados en el EIR:

Vía Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- ₃s al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. ıpacidad operativa para Metrolink para programar servicios más regulares, especialmente ıctividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar erecho de paso (ROW, por sus siglas en inglés).

dero Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 ia Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur ɔregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y / confiabilidad operativa.

le Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ɔnaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar ırma existente a la segunda plataforma propuesta.
le Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- sta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de ıa) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- e la Estación Santa clarita a la nueva plataforma de isla.

al Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de regar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 rcanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para ıbustible.
'e Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- ría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un ıtonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
'e Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- lataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
'e Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos ɜatonales a nivel en los extremos norte y sur de la nueva plataforma.

NTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va geles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. ínea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, eas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de orado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de es intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario ría del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del n y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, ario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo as pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

link regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a n de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley nal de 60 minutos a Lancaster a lo largo del corredor de la AVL.

l y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
as de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

tivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del el programa SCORE de Metrolink.

CIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiı- nsporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos cursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, es Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables nisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobiern

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador El durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promove la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presenta ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públ cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o corre electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metrc net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 92 4844 y dejar un mensaje.

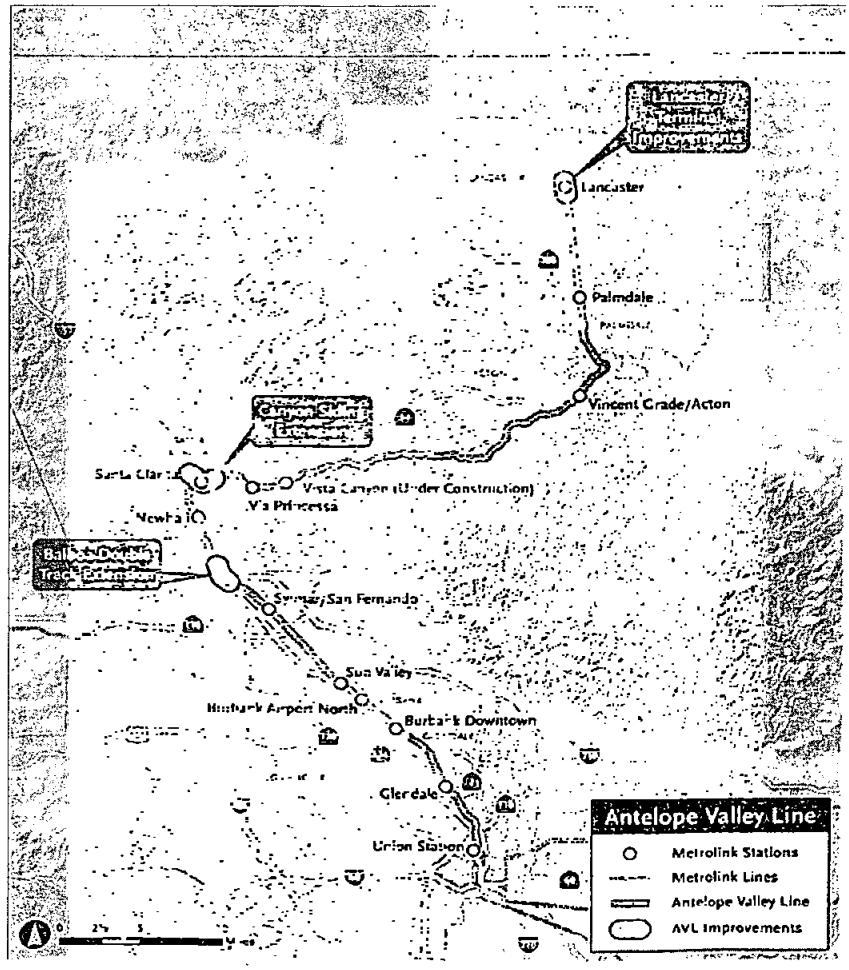
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envíe un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solici tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al públic para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, po sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



California Newspaper Service Bureau
Public Notice Advertising Since 1934
Tel 1-800-788-7840 Fax 1-800-474-9444
Local Offices and Representatives in:
Los Angeles, Santa Ana, San Diego, Riverside/San Bernardino,
San Francisco, Oakland, San Jose, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

SAN FERNANDO SUN

On the following dates:

07/29/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

13th day of August 2021

Elwyn Johnson

Signature

3491631

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 8 0 0 5 5 6 *

Brand Blvd; San Fernando, CA 91340.
This business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on: 11/2009.
Signed: Francisco Alberto Curiel, Owner
NOTICE-THIS FICTITIOUS

Publish: 7/22, 7/29, 8/5 & 8/12/2021
San Fernando Sun
D41087

2021 156757
FICTITIOUS BUSINESS NAME STATEMENT
Mailing Address: Nicole Wexler; 2600 West Olive Avenue Suite 500; Burbank, CA 91505.

YEARS FROM THE DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (see Section 14400 et

business as: **ONE-SHOT CONCRETE AND GRADING**; 13913 Mercer St; Pacoima, CA 91331. LA.
Registered Owner(s):
Adelakio L. Rodriguez; 13913 Mercer St; Pacoima, CA 91331.
This business is conducted by: an individual
The registrant commenced to transact business under the fictitious

or common law (see Section 14400 e seq., Business and Professions Code
This statement was filed with the County Clerk of Los Angeles County 7/22/2021.
Publish: 7/29, 8/5, 8/12 & 8/19/202
San Fernando Sun
D41089

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: *Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report*
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: *Los Angeles County Metropolitan Transportation Authority (Metro)*

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles *County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR)* for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 8,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony and comment period. Public hearings will not be in person to promote community sa viewed at metro.net/projects/avl. Live presentations may be seen at the following da

Date: Wednesday, August 18, 2021	**Date: Saturda**
Time: 6 pm – 7:30 pm	Time:
Meeting Link: bit.ly/35qFkcC	Meeting Link:
Webinar ID: 948 3461 0205	Webinar ID: 9
Call-In Number: 213.338.8477	Call-In Numbe
Հայերեն զանգերի համար՝ 646.749.3335	Հայերեն զանգ
Սեմինարի կոդ՝ 509 148 549	Սեմինարի կոդ
Por teléfono en español: 646.749.3335	Por teléfono en
Contraseña: 754 052 309	Contraseña: 24
Por teléfono en español: 646.749.3335	Por teléfono e
Contraseña: 754 052 309	Contraseña: 2

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally durir be sent to Metro on or before September 10, 2021 at the postal address or e-mail comment form found on the project website at metro.net/projects/avl. You may also Program hotline number at (213) 922 4844 and leave a message.

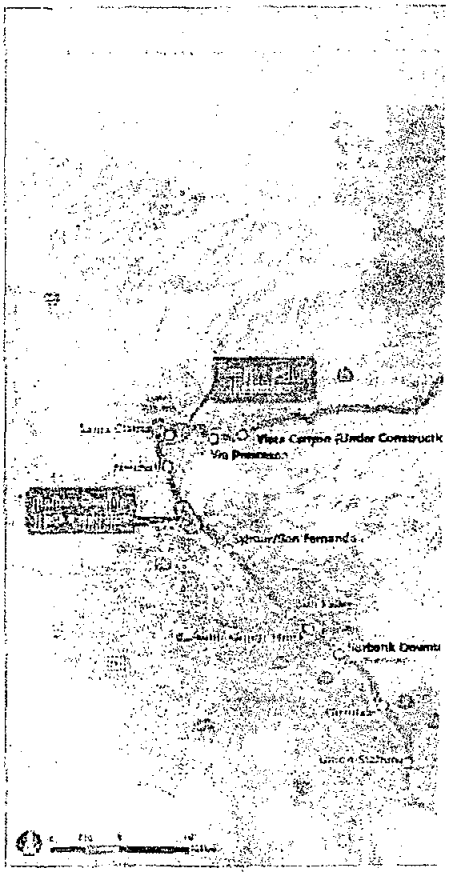
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: *The Draft EIR is available for review at the websit* following locations:

- *Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012* metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angel
- *Glendale Central Library (222 E Harvard St, Glendale, CA 91205)*
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- *Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)*
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- *Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).*

ACCOMODATIONS: Spanish and Armenian language interpretation will be availa language interpretation, materials in alternative formats, and other accommodation meetings and events. Americans with Disabilities Act (ADA) accommodations and 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



2, 7/29, 8/5 & 8/12/2021
do Sun

2021 156757
TIOUS BUSINESS
ME STATEMENT
ress: Nicole Wexler; 2600
enue Suite 500; Burbank,

YEARS FROM THE DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (see Section 14400 et

business as: ONE-STOP CONCRETE AND GRADING; 13913 Mercer St; Pacoima, CA 91331, LA,
Registered Owner(s):
Adelaido L. Rodriguez; 13913 Mercer St; Pacoima, CA 91331.
This business is conducted by: an Individual
The registrant commenced to transact business under the fictitious

seq., Business and Professions Code.)
This statement was filed with the County Clerk of Los Angeles County on: 7/22/2021.
Publish: 7/29, 8/5, 8/12 & 8/19/2021
San Fernando Sun
D41089

Change of Name
Case #: **21CHCP00191**
Petitioner Jaclyn Sutley filed a petition with this court for a decree changing names as follows:
Present Name: Jaclyn Paige Sutley,
Proposed Name: Jaclyn Cecilia

Metro

MPLETION AND AVAILABILITY
VIRONMENTAL IMPACT REPORT

tions, and Interested Parties
n (NOC) and Availability (NOA) of a Draft Environmental Impact Report
e Capacity and Service Improvements Program

/ Metropolitan Transportation Authority (Metro)

alifornia Environmental Quality Act (CEQA) Guidelines, the Los Angeles Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for provements Program (Proposed Project). As a project for the institution or eady in use, the Proposed Project is exempt from CEQA under Public Re- e section 15275(b), but Metro has elected to prepare a Draft EIR to provide he Project. This notice provides the public, responsible agencies, and other t, and information regarding the availability of the Draft EIR.

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described below, with two capital improvements having options for alternate rovide additional flexibility for future operation. Construction of each capital ell as the operational impacts of increased Metrolink services have been

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to Parking Lot Pedestrian Undercrossing Design Option – This design op- nd platform (with two platform faces) and would include a grade separated nnecting the Santa Clarita Station parking area to the new island platform.

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an At-Grade Crossing Design Option – This design option would provide an orm faces at Lancaster Station and two at-grade pedestrian crossings at the new platform.

ING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in e City of Lancaster within the County of Los Angeles. The corridor consists the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, ty of Lancaster. Locally, the AVL corridor traverses many densely populated dor and less populated suburban and rural areas along the northern portion nunities along the AVL include the City of Los Angeles, City of Glendale, City , Unincorporated Los Angeles County, the Town of Acton, City of Palmdale,

le in connecting communities in North Los Angeles County to LAUS and e 19 (COVID 19) pandemic, the AVL carried the third highest ridership in le for removing approximately one million weekday automobile trips from te Rail Plan and Metrolink's Southern California Optimized Rail Expansion opulation and employment growth in the North Los Angeles County region ervice on the AVL to realize its full potential as a regional mobility enhance- ccordingly, the AVL Capacity and Service Improvement Program seeks to:

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efficiency on the AVL rail corridor.
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t EIR includes an assessment of each environmental topic identified in the cription and location, the Draft EIR focuses on the following key impact areas: urces, Cultural Resources, Energy Resources, Geology, Soils and Paleonto- ds and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources. fied significant unavoidable impacts related to pollutant emissions associated d vibration generated by construction activities associated with the Balboa provements. All other potentially significant impacts would be less than signif- scribed in the Draft EIR. In addition, portions of the Canyon Siding Extension arles of the Whittaker-Bermite Facility which is included in the Cortese List of nment Code Section 65962.5.

er 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար՝ 646.749.3335
Սեմինարի կոդ՝ 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 9162 7806
Call-In Number: 213.338.8477

Հայերեն զանգերի համար՝ 646.749.3335
Սեմինարի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

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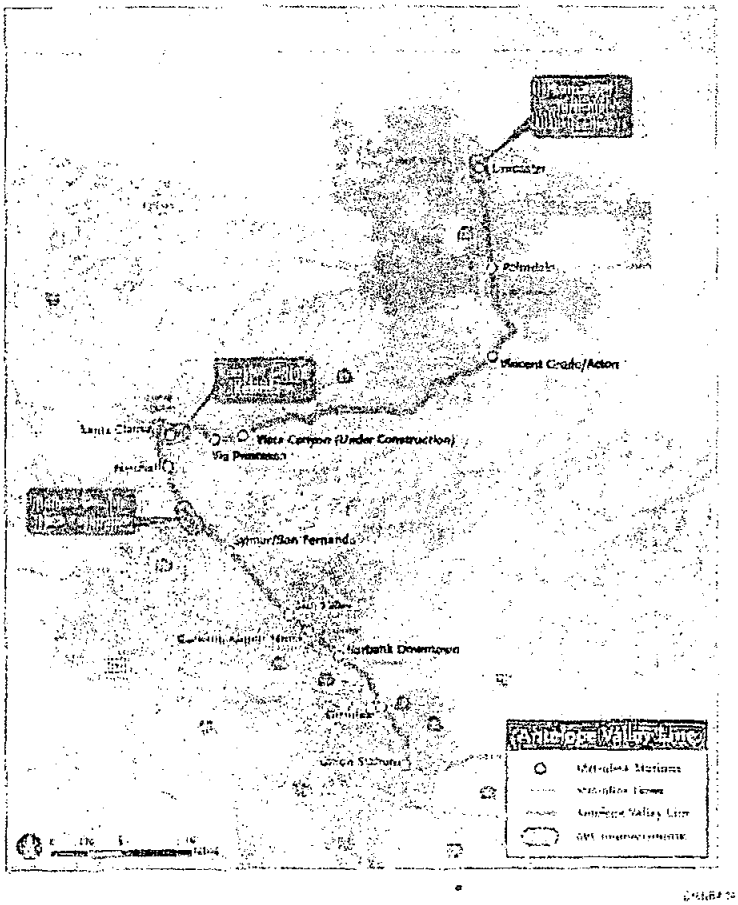
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

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- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
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Figure 1 - Proposed Project Overview



THE SIGNAL
26330 Diamond Pl #100
Santa Clarita, CA 91350

Proof of Publication
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years and not a party to or interested in the action for which the attached notice was published. I am a principal clerk of THE SIGNAL, which was adjudged a newspaper of general circulation on March 25, 1988 (Case number NVC 15880) for the City of Santa Clarita and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

7/28

All in the year 20 21

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Santa Clarita, California, this

28th day of July 20 21

Signature

A0000057961 76

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE July 28, 2021
TO Agencies, Organizations, and Interested Parties
SUBJECT Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER 2020109001
FROM Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR.

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension**. The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option*. This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option*. This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
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Metro

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- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north-
dor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD July 28, 2021 to September 10, 2021

PUBLIC HEARING Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID-19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times:

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Webinar ID: 948 3461 0205	Webinar ID: 998 8162 7606
Call-In Number: 213 338 8477	Call-In Number: 213 338 8477
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Սահուսի՝ սող՝ 509 148 549	Սահուսի՝ սող՝ 320 266 021
Por teléfono en español: 646 749 3335	Por teléfono en español: 646 749 3335
Contraseña: 754 052 309	Contraseña: 248 035 021
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- **Lancaster Terminal Improvements**. The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing tunnel to provide access to the new platform.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two grade separated pedestrian undercrossings at the new and existing platforms.

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Համարի ID 509 148 549 Համարի ID 320 266 021

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Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

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Figure 1 - Proposed Project Overview

new island platform with two platform faces and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

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 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING. The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR-14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles; City of Glendale; City of Burbank; City of San Fernando; City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

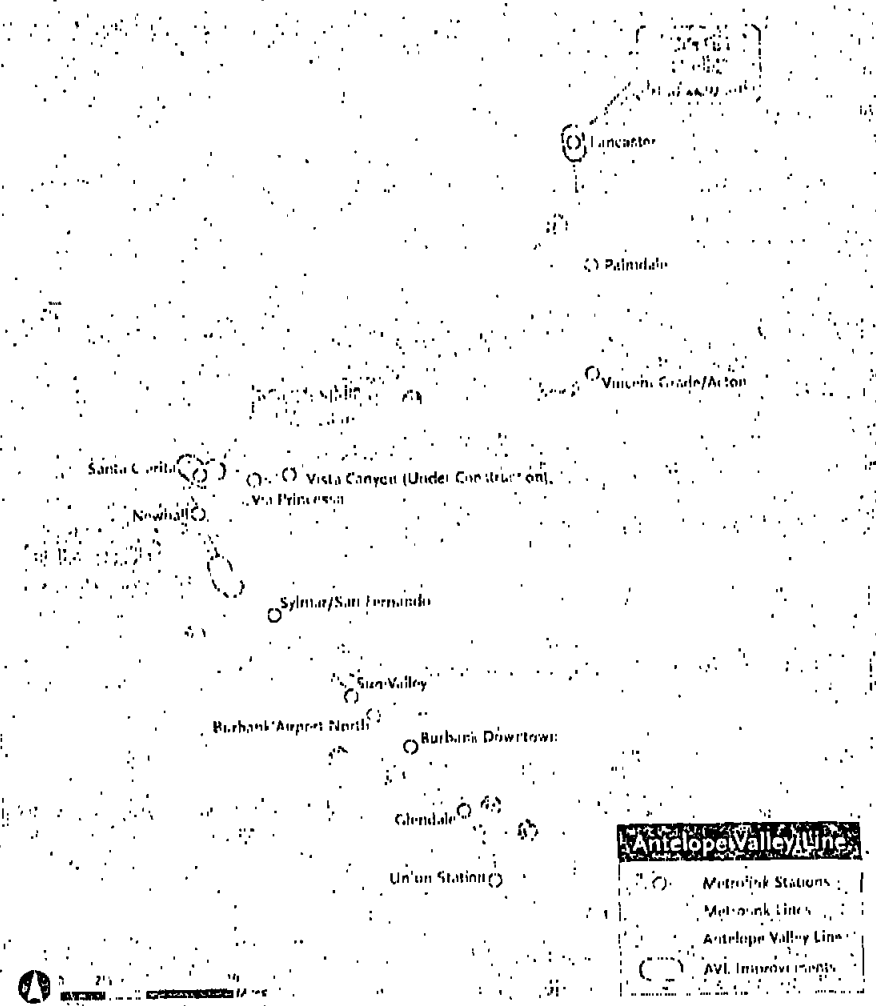
PROJECT OBJECTIVES. The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID-19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.

- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)

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Figure 1. Proposed Project Overview



CNS#3491632

APPENDIX C.2

LA OPINION PRINT NEWSPAPER ADVERTISEMENT

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

PO Box 71847, Los Angeles, CA 90071
Tel: (213)896-2260 • Fax: (213)-896-2260

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 28

all in the year 2021

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

28 day of July, 2021

Signatur

AVD #017 Contr
Rev. 03/12

* A 0 0 0 0 0 5 7 8 6 2 3 6 *

3491627

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA:	28 de julio de 2021
PARA:	Agencias, Organizaciones y Partes Interesadas
ASUNTO:	Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO:	Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH:	2020109001
DE:	Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de C fornia, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacic de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o mento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Cód de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concernient la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionar la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avar bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extens de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Sar Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital q tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilid adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así cor los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,40 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejor incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
 - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conect la plataforma existente a la segunda plataforma propuesta.
 - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona miento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones par abastecimiento de combustible.
 - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y ur paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que v desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Lo Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel loca el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbana menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo larg de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad d Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaste

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado d Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AV transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de elimina aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviari y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación de crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sól como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado e las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las sigui entes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recurso Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitable significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel cor el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
 - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
 - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
 - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significati implementación de las medidas de mitigación como se describe en el Borrador EIR. Ac tensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Inst incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias púb la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden vers ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021	**Fecha: Sábado 2**
Hora: 6 pm – 7:30 pm	Hora: 11:
Enlace de la Reunión: bit.ly/35qFkcC	Enlace de la Reu
Identificación del Webinar: 948 3461 0205	Identificación del
Número de marcación: 213.338.8477	Número de marca
Línea de Teléfono Armenia: 646.749.3335	Línea de Teléfonc
Código de Acceso: 509 148 549	Código de Acces
Por teléfono en español: 646.749.3335	Por teléfono en e
Contraseña: 754 052 309	Contraseña: 248

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiemb electrónico de abajo o enviados a través de un formulario de comentarios en línea qu net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de 4844 y dejar un mensaje.

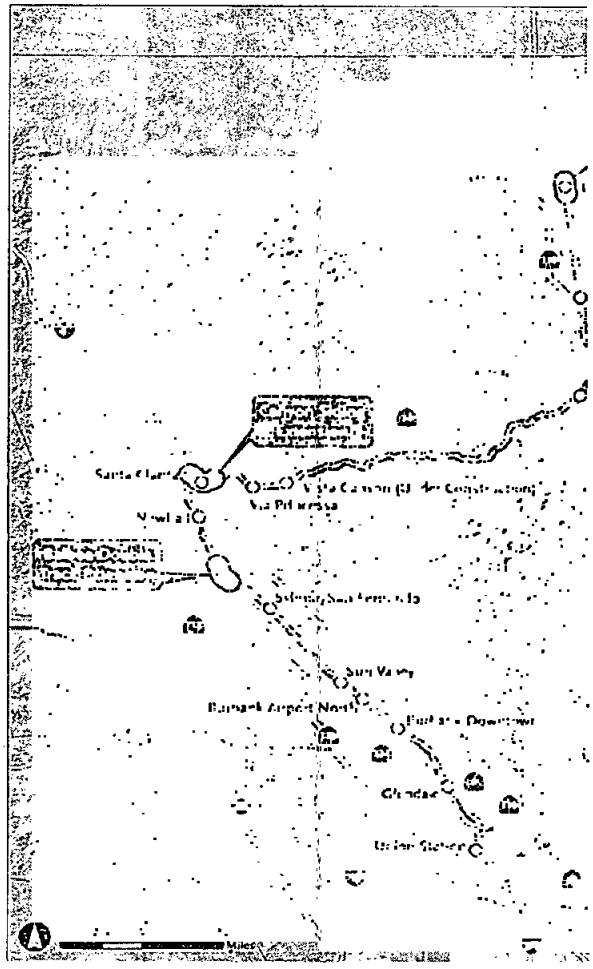
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revis projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solame correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ár
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles er tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras a para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadou sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

VISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN EPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- canlas en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código (b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un gistro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al as partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían ue el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance s Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión idad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa ncaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del es ubicaciones de mejoras de capital.

uestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como le los servicios de Metrolink, han sido evaluados en el EIR:

Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- il norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. icidad operativa para Metrolink para programar servicios más regulares, especialmente vidad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar cho de paso (ROW, por sus siglas en inglés).
ro Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora taforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur gada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y onfiabilidad operativa.

Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ría un paso peatonal inferior separado a nivel en la Estación Santa Clanta para conectar a existente a la segunda plataforma propuesta.
Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- Estación Santa clarita a la nueva plataforma de isla.

Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de ar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 nlas de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para stible.
Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un al inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- aforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce ente) separado a nivel para proporcionar acceso a la nueva plataforma.
Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos onales a nivel en los extremos norte y sur de la nueva plataforma.

'ORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va les a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. a de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los ego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas rgo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo ngeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de ado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

L juega un papel fundamental en la conexión de comunidades del norte del Condado de intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, o de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

k regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a e un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley de 60 minutos a Lancaster a lo largo del corredor de la AVL.

eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

s del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del rograma SCORE de Metrolink.

\LES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiorte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos sos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significativos serían menos que significativos con la implementación de las medidas de mitigación como se describe en el Borrador EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro. net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

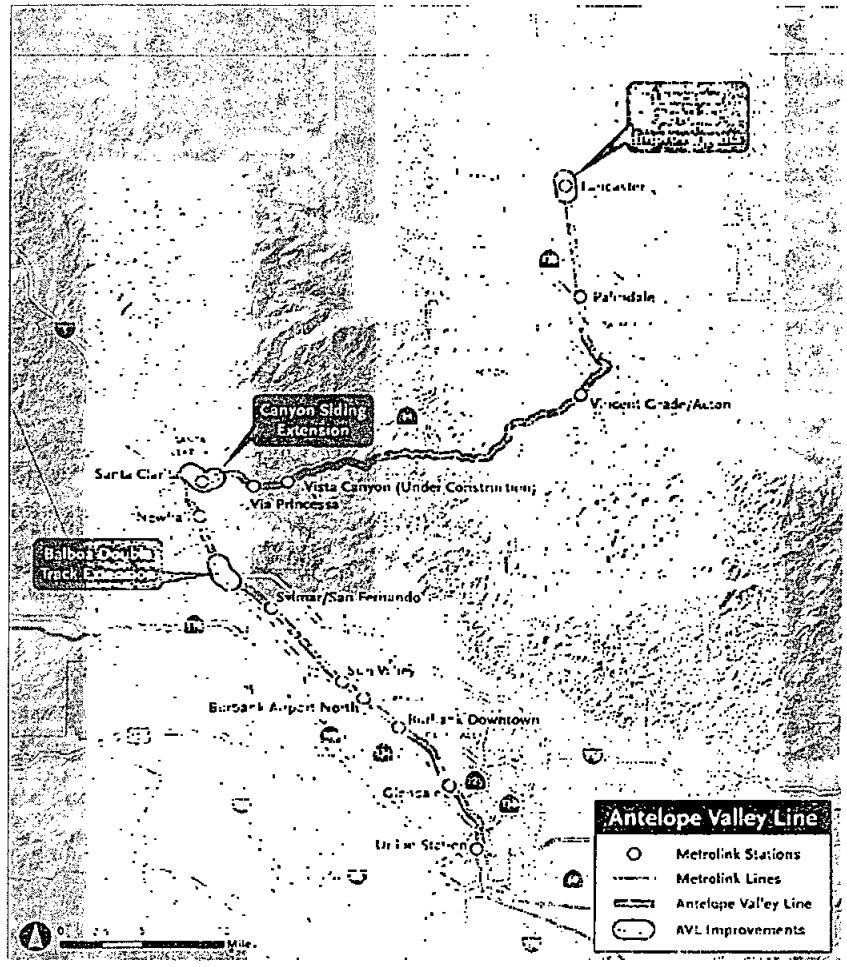
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envie un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



2020109-100397-1

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
 - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
 - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
 - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
 - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

tensión de Apartadero Canyon están ubicadas dentro de los
incluida en la Lista Cortese de materiales peligrosos compila

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de
durante el periodo de revisión y comentarios públicos de 45
la seguridad comunitaria relacionada con COVID 19. Las pre
ciones en vivo pueden verse en las siguientes fechas y hora

Fecha: **Miercoles 18 de agosto de 2021**
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMENTARIOS: Los comentarios del Borrador EIR pueden
cas. Los comentarios escritos deben enviarse a Mero en o
electrónico de abajo o enviados a través de un formulario de
net/projects/avl. También puede llamar a la linea directa del
4844 y dejar un mensaje.

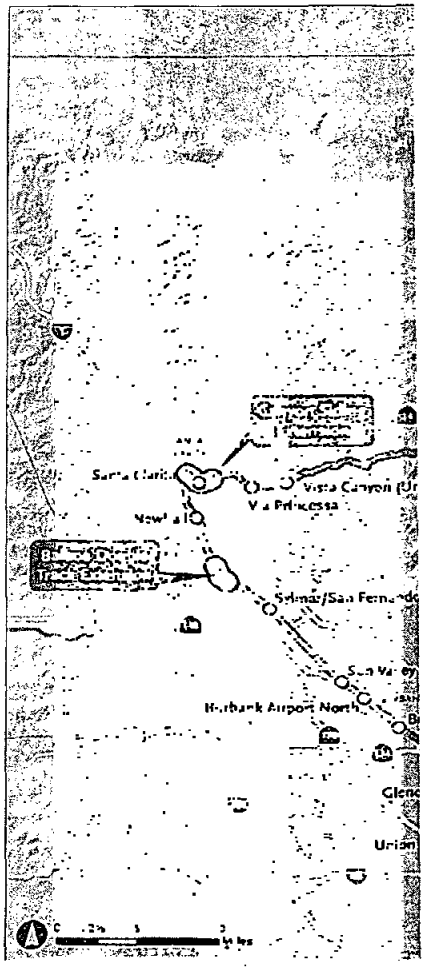
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado d
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR esté
projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Áng
correo electrónico a library@metro.net para agendar u
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1
- Biblioteca Central de Glendale (222 E Harvard St, Glen
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, B
- Biblioteca de San Fernando (217 N Maclay Ave, San F
- Biblioteca de Old Town Newhall (24500 Main St, Santa
- Biblioteca de Acton Agua Dulce (33792 Crown Valley R
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palr
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancas

ADAPTACIONES: Interpretación del idioma español y armen
tud, interpretación del lenguaje de señas, materiales en form
para reuniones y eventos patrocinados por Metro. Adaptacior
sus siglas en inglés) y otras solicitudes de traducción puede
anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN NTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- le Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ıbiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad ɔor sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código 80(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al ɔtras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían r que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance ₋os Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 / la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Lancaster ubicada en la Ciudad de Lancaster. La **Figura** 1 muestra el contexto regional del tres ubicaciones de mejoras de capital.

ı muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que es de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad ₋a construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como ɔ de los servicios de Metrolink, han sido evaluados en el EIR:

Vía Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- ₃s al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. ıpacidad operativa para Metrolink para programar servicios más regulares, especialmente ıctividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar erecho de paso (ROW, por sus siglas en inglés).

dero Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 ia Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur ɔregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y / confiabilidad operativa.

le Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ɔnaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar ırma existente a la segunda plataforma propuesta.
le Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- sta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de ıa) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- e la Estación Santa clarita a la nueva plataforma de isla.

al Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de regar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 rcanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para ıbustible.
'e Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- ría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un ıtonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
'e Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- lataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
'e Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos ɜatonales a nivel en los extremos norte y sur de la nueva plataforma.

NTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va geles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. ínea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, eas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de orado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de es intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario ría del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del n y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, ario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo as pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

link regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a n de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley nal de 60 minutos a Lancaster a lo largo del corredor de la AVL.

l y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
as de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

tivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del el programa SCORE de Metrolink.

CIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiı- nsporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos cursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, es Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables nisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobiern

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador El durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promove la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presenta ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públ cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o corre electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metrc net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 92 4844 y dejar un mensaje.

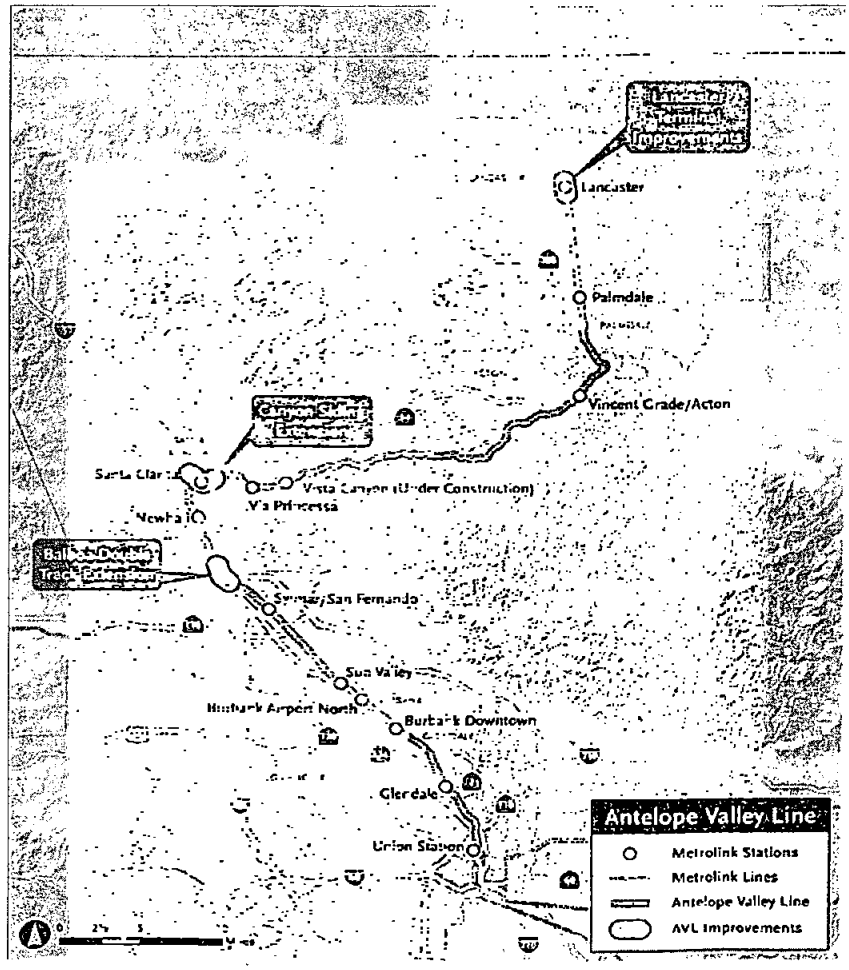
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envíe un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solici tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al públic para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, po sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



APPENDIX C.3

ANTELOPE VALLEY PRESS PRINT NEWSPAPER ADVERTISEMENT

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles } ss

The space above for file stamp only

NOTICE OF COMPLETION (NOC) AND AVAILABILITY (NOA)OF A DRAFT ENVIRONMENTAL IMPACT REPORT 3491623

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the city of **Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster,** State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 28, 2021

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated July 28, 2021
Executed at Palmdale, California

Valley Press

37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

A0000057884 26

Metro

NOTICE OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	*Antelope Valley Line Capacity and Service Improvements Program*
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series
view and comment period. Public hearings will n
may be viewed at metro.net/projects/avl. Live pr

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMMENTS: Comments on the Draft EIR may
should be sent to Metro on or before Septembe
an online comment form found on the project w
Improvements Program hotline number at (213)

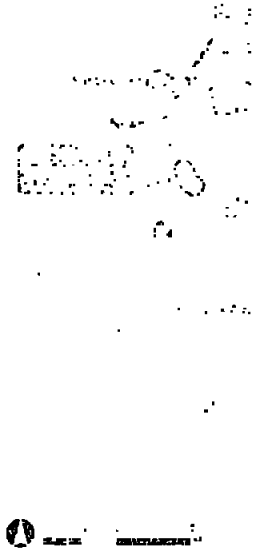
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transp
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is
following locations:

- Metro Headquarters (One Gateway Plaza
- library@metro.net to schedule an appoint
- Los Angeles Public Library – Los Feliz Br
- Glendale Central Library (222 E Harvard
- Burbank Central Library (110 N Glenoaks
- San Fernando Library (217 N Maclay Ave
- Old Town Newhall Library (24500 Main St
- Acton Agua Dulce Library (33792 Crown
- Palmdale City Library (700 E Palmdale Bl
- Lancaster Library (601 W Lancaster Blvd,

ACCOMODATIONS: Spanish and Armenian lar
language interpretation, materials in alternative
sored meetings and events. Americans with Dis
by calling 213.922.4844 at least 72 hours in adv

Figure 1 - Proposed Project Overview



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AVAILABILITY
IPACT REPORT

ited Parties
ilability (NOA) of a Draft Environmental Impact Report
ervice Improvements Program

nsportation Authority (Metro)

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PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սամսդուի կոդ՝509 148 549

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
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Հայերեն զանգերի համար՝ 646.749.3335
Սամսդուի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the *following locations:*

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email *library@metro.net* to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



CNSB#3491623



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX D

E-BLAST NOTIFICATIONS

APPENIDX D.1

SMS/MMS TEXT OPT-IN EBLAST

APPENDIX D.2

MEETING INVITATION

APPENDIX D.3

MEETING REMINDER #1

APPENDIX D.4

MEETING REMINDER #2

APPENDIX D.5

MEETING REMINDER #3

APPENDIX D.6



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

MEETING REMINDER #4

APPENDIX D.7

THANK YOU FOR ATTENDING

APPENDIX D.8

REMINDER OF PUBLIC COMMENT PERIOD

APPENDIX D.9

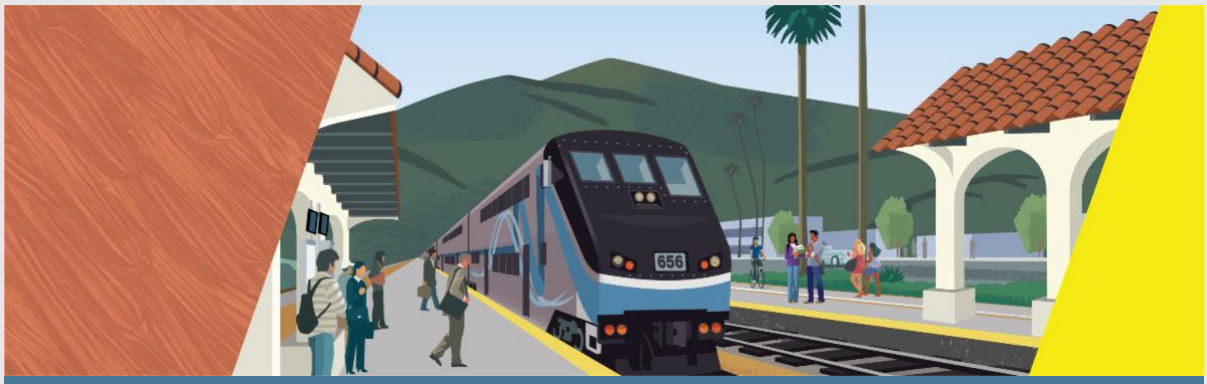
LAST CHANCE TO PROVIDE COMMENTS

APPENDIX D.1

SMS/MMS TEXT OPT-IN EBLAST

SHARE:

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Antelope Valley Line Capacity and Service Improvements Program

Anuncio en español

Sign up to receive project text message notifications.

Dear AVL Stakeholder,

Thank you for your interest in the Antelope Valley Line (AVL) Capacity and Service Improvements Program. You are currently in our mailing list and will continue to receive mailings and electronic notifications for the project.

If you would like to receive project updates via SMS/MMS text on your mobile phone, please take a couple of minutes to fill out the form on the link below. Opt-in by July 25.

We look forward to your continued engagement.

Click here to sign up

About the Project:

The AVL Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Stay Connected

Brian Balderrama
Senior Director, Metro

One Gateway Plaza, 99-17-2
Los Angeles, CA 9001

213.922.4844

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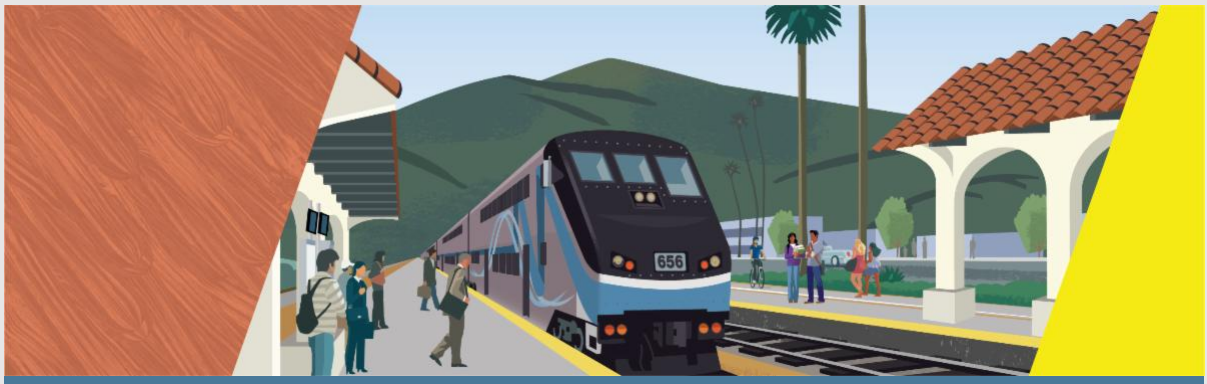
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APPENDIX D.2
MEETING INVITATION

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Antelope Valley Line Capacity and Service Improvements Program

Anuncio en español

Save the Date!
Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro released a Draft Environmental Impact Report (DEIR) today (July 28, 2021), which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

The official 45-day public review and comment period for this DEIR begins today and ends on Friday, September 10, 2021.

Read the NOA

Please join us at the upcoming virtual public hearings where you can learn the latest updates on the project and provide your comments. See below for more information.

Join us at a virtual public hearing!

Wednesday, August 18, 2021
6-7:30pm

Zoom details
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Accommodations: Spanish and Armenian language interpretation will be available at both public hearings. ADA accommodations and translations can be made available by calling 213.922.4844 at least 72 hours in advance of the meeting.

How to Provide Public Comments

Public comments must be submitted no later than **Friday, September 10, 2021** by any of the following methods:

Virtual Public Hearings: attend and provide oral comments at one of the public hearing meetings.
Email: *avl@metro.net*
Online Comment Form: *metro.net/avl*
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One Gateway Plaza, 99-17-2
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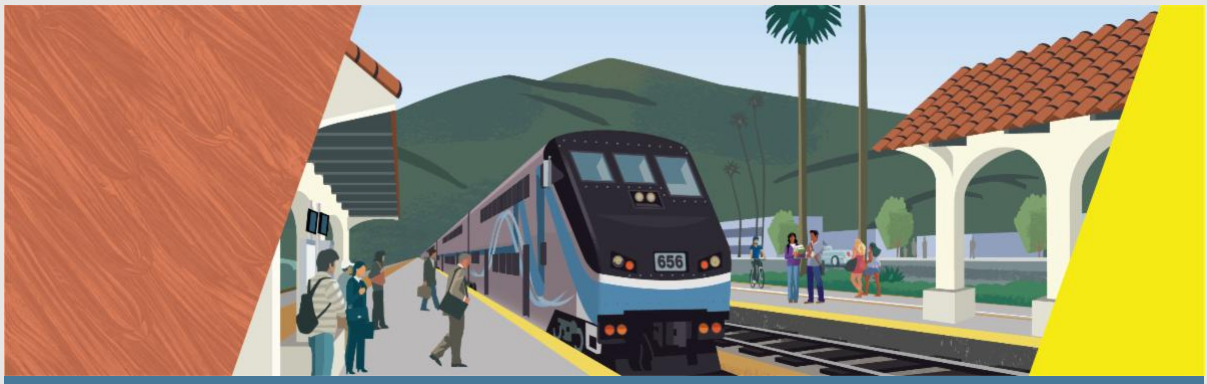
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APPENDIX D.3
MEETING REMINDER #1

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

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The official 45-day public review and comment period for this DEIR began on Wednesday, July 28, 2021, and ends on Friday, September 10, 2021.

Read the NOA

Please join us at the upcoming virtual public hearings where you can learn the latest updates on the project and provide your comments. See below for more information.

Join us at a virtual public hearing!

Wednesday, August 18, 2021
6-7:30pm

Zoom details
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Accommodations: Spanish and Armenian language interpretation will be available at both public hearings. ADA accommodations and translations can be made available by calling 213.922.4844 at least 72 hours in advance of the meeting.

How to Provide Public Comments

Public comments must be submitted no later than **Friday, September 10, 2021** by any of the following methods:

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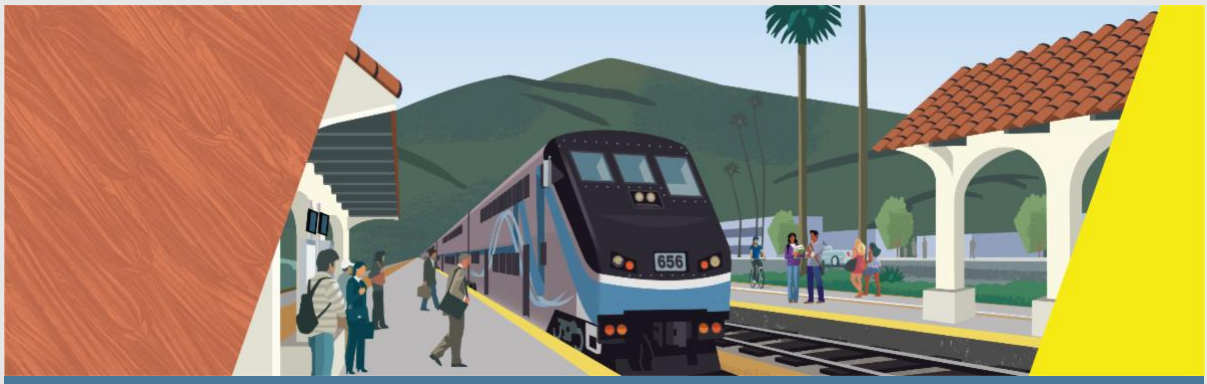
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APPENDIX D.4
MEETING REMINDER #2

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

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6-7:30pm

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Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

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Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

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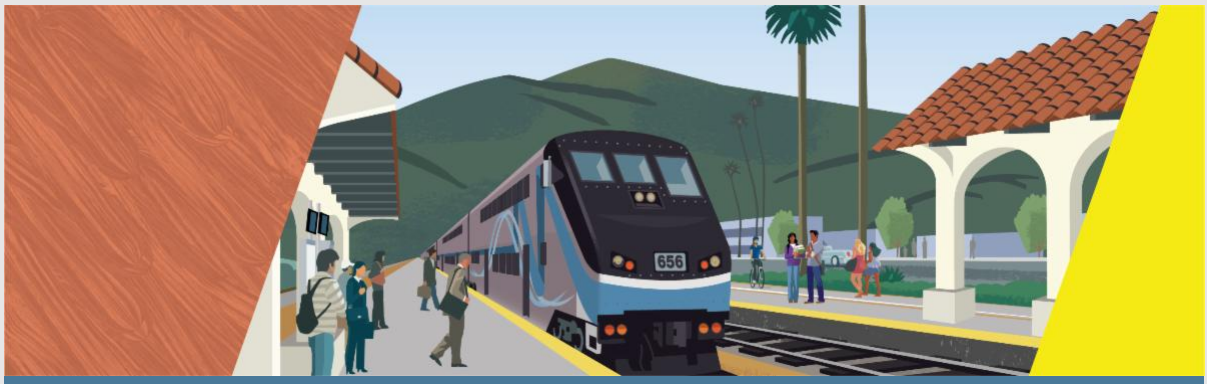
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APPENDIX D.5
MEETING REMINDER #3

SHARE:

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

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Por teléfono en español: *646.749.3335*
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Saturday, August 21, 2021
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Zoom details
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Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

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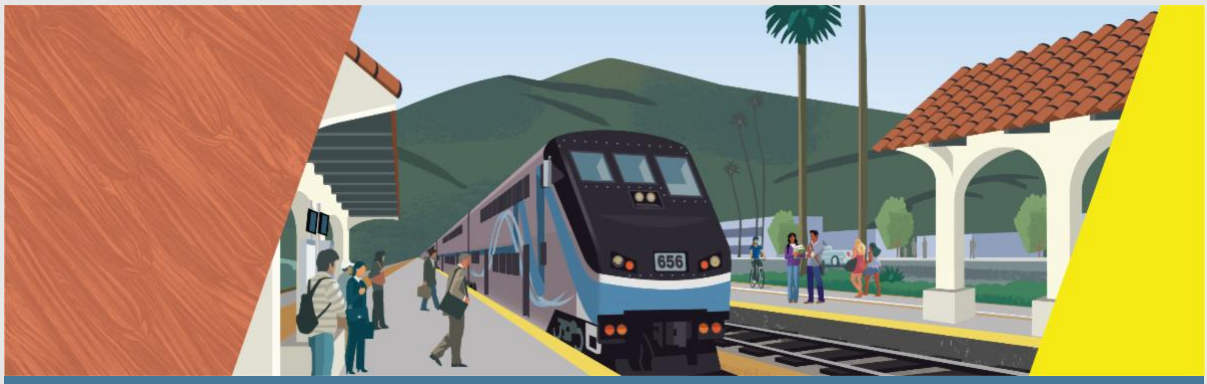
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APPENDIX D.6
MEETING REMINDER #4

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Antelope Valley Line Capacity and Service Improvements Program

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Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

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Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
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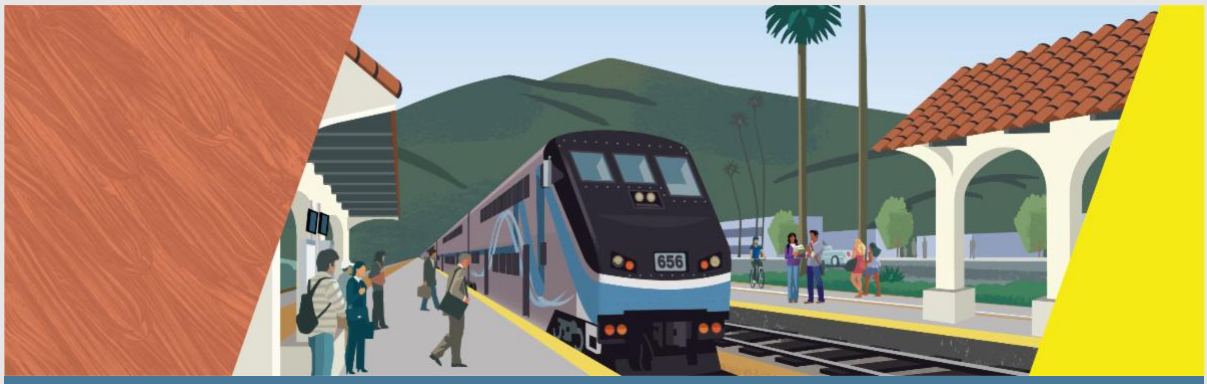
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APPENDIX D.7

THANK YOU FOR ATTENDING

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

Thank You for Joining!

Thank you to those who attended one of the two public hearings for the Metro Antelope Valley Line Capacity and Service Improvements Program and provided comments on the Draft Environmental Impact Report (DEIR). For those who were unable to attend, the PowerPoint presentations can be found below, along with information on how you can submit your comments.

Public Hearing PowerPoint Presentations

> Visit ***here*** to access the English, Spanish, and Armenian presentations

Submit Your Comments

Metro released the DEIR on Wednesday, July 28, 2021, which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028.

The official 45-day public review and comment period for this DEIR began on Wednesday, July 28, 2021, and ends on Friday, September 10, 2021. Please submit your comments no later than Friday, September 10, 2021 by 11:59pm. To submit a comment, you may use any of the following methods:

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> Online Comment Form: *metro.net/avl*
> Mail:

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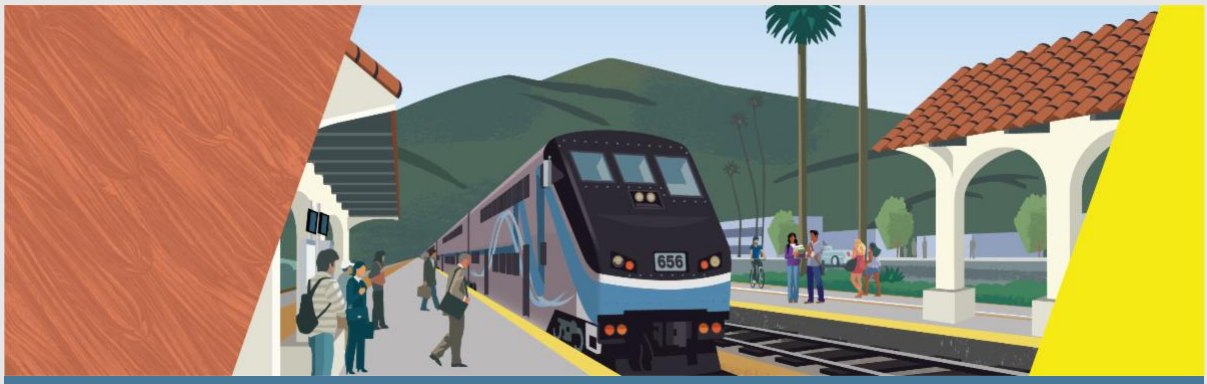
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APPENDIX D.8

REMINDER OF PUBLIC COMMENT PERIOD

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

Submit Your Comments Now!

Metro released the Draft Environmental Impact Report (EIR) on Wednesday, July 28, 2021, which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between Los Angeles Union Station and the Santa Clarita Valley and Lancaster by 2028.

The official 45-day public review and comment period for this Draft EIR began on July 28, 2021 and ends on Friday, September 10, 2021. Please submit your comments no later than Friday, September 10, 2021 by 11:59pm. To submit a comment, you may use any of the following methods below.

Simple Methods to Submit Your Comments

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Online Comment Form

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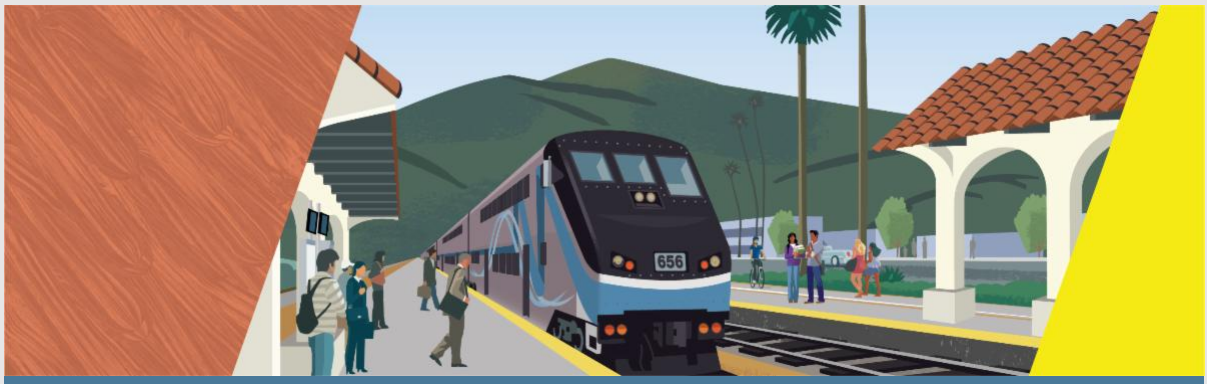
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APPENDIX D.9

LAST CHANCE TO PROVIDE COMMENTS

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX E

SOCIAL & DIGITAL MEDIA

APPENIDX E.1

FACEBOOK POSTS

APPENDIX E.2

TWITTER POSTS

APPENDIX E.3

METRO THE SOURCE BLOG POST

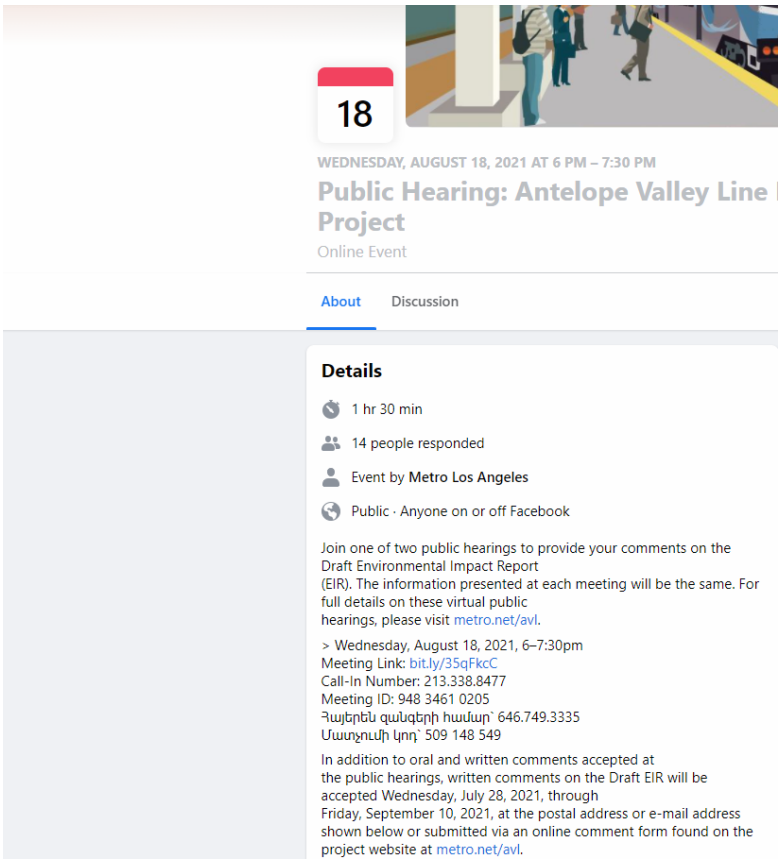
APPENDIX E.4

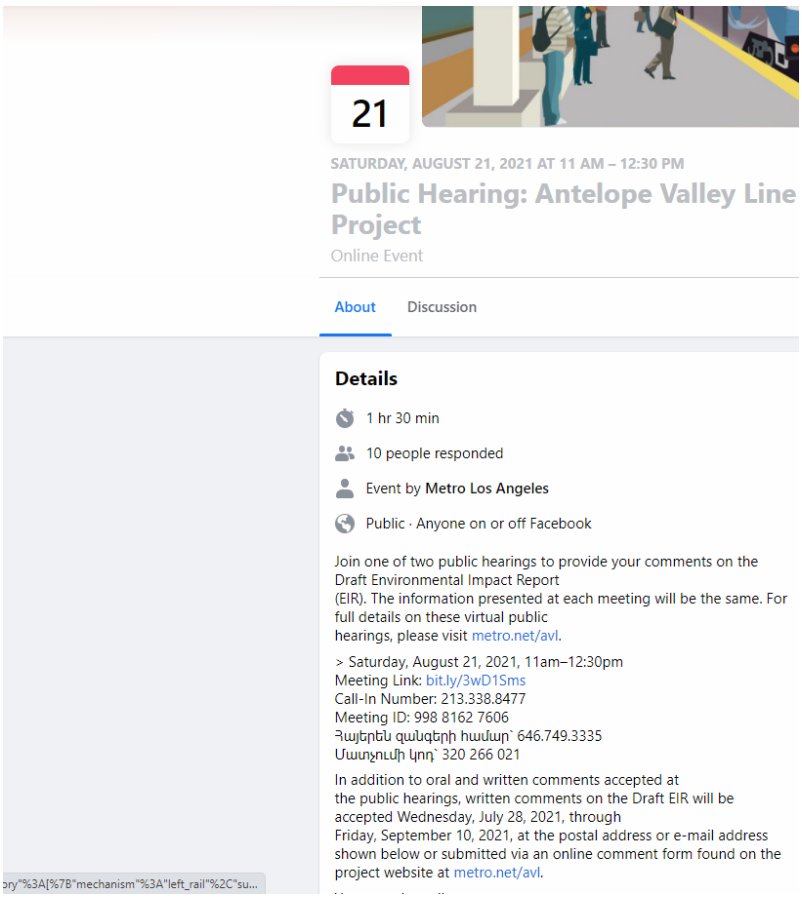
METRO EL PASAJERO BLOG POST

APPENDIX E.5

METRO AND METROLINK JOINT PRESS RELEASE (DEIR)

APPENDIX E.1
FACEBOOK POSTS


18
WEDNESDAY, AUGUST 18, 2021 AT 6 PM – 7:30 PM
Public Hearing: Antelope Valley Line
Project
Online Event
About
Discussion
Details
1 hr 30 min
14 people responded
Event by Metro Los Angeles
Public · Anyone on or off Facebook
Join one of two public hearings to provide your comments on the
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(EIR). The information presented at each meeting will be the same. For
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shown below or submitted via an online comment form found on the
project website at metro.net/avl.


21
SATURDAY, AUGUST 21, 2021 AT 11 AM – 12:30 PM
Public Hearing: Antelope Valley Line
Project
Online Event
About
Discussion
Details
1 hr 30 min
10 people responded
Event by Metro Los Angeles
Public · Anyone on or off Facebook
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the public hearings, written comments on the Draft EIR will be
accepted Wednesday, July 28, 2021, through
Friday, September 10, 2021, at the postal address or e-mail address
shown below or submitted via an online comment form found on the
project website at metro.net/avl.

APPENDIX E.2
TWITTER POSTS

LA Metro @metrolosangeles · Aug 11

Tune in to one of two upcoming public hearings to learn more about the project that will add Metrolink service to the **Antelope Valley Line**.
mtro.la/wj5u50FFPND



4 11

LA Metro @metrolosangeles · Aug 16

Tune in to a public hearing on Aug. 18 to learn more about the project that will add Metrolink service to the Antelope Valley Line. mtro.la/ERKW50FFPPe



4 12 29

APPENDIX E.3

METRO THE SOURCE BLOG POST

Upcoming public hearings for project to add Metrolink service to Antelope Valley Line

BY ANNA CHEN , JULY 28, 2021

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long rail corridor between Lancaster, the Santa Clarita and San Fernando valleys and downtown Los Angeles.

The project aims to add track to allow more frequent service on the line, as well as speedier service. The goal is to enable regular interval scheduling of 30 minute bi-directional commuter rail service from LA Union Station to the City of Santa Clarita and hourly service to the end of AVL corridor in the City of Lancaster. The existing commuter rail service patterns today ranges from 30 minutes during peak service to up to two hours during off-peak service hours.

Join one of two virtual public hearings to provide your comments on the project's Draft Environmental Impact Report (EIR) (https://media.metro.net/2021/AVL-Draft-EIR.pdf). The information presented at each meeting will be the same.

Wednesday, August 18, 2021, 6 to 7:30 p.m.
Meeting Link: bit.ly/35qFkcC (http://bit.ly/35qFkcC)

Call-In Number: 213.338.8477
Meeting ID: 948 3461 0205
Armenian Phone Line: 646.749.3335
Access Code: 509 148 549

Saturday, August 21, 2021, 11 a.m. to 12:30 p.m.
Meeting Link: bit.ly/3wD1Sms (http://bit.ly/3wD1Sms)
Call-In Number: 213.338.8477
Meeting ID: 998 8162 7606
Armenian Phone Line: 646.749.3335
Access Code: 320 266 021

For full details on these virtual public hearings, please visit metro.net/projects/avl (https://www.metro.net/projects/avl/).

Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations are available by calling 213.922.4844 at least 72 hours in advance of the meeting.

In addition to oral and written comments accepted at the public hearing meetings, written comments on the Draft EIR will be accepted Wednesday, July 28 through Friday, September 10. You can submit written comments by mailing:

Brian Balderrama, Senior Director
One Gateway Plaza
Mail Stop 99-17-2
Los Angeles, CA 90012

You can also email comments to avl@metro.net (mailto:avl@metro.net), submit via the online comment form (https://metrola.wufoo.com/forms/avl-service-improvements-program-comment-form/) or call the program helpline at 213.922.4844 and leave a message.



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

Please join us for our virtual public hearings. The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by the year 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

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Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

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Metro

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

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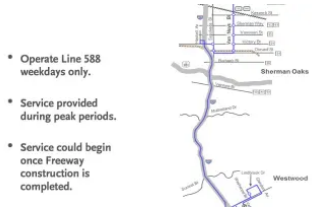
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Virtual scoping meetings to be held for project to add more frequent service on Metrolink's Antelope Valley Line

UPDATE, OCT. 23: To ensure greater participation from the

Buses to supplement Metrolink service on some Antelope Valley line weekend trains through Feb. 19

Here's the news release from Metrolink: Los Angeles - Due to scheduled track



A look at proposed bus service changes that would

phase, Metro has scheduled an additional
October 13, 2020
In "Projects"

consecutive weekends starting
January 27, 2012
In "Service Alerts"

Fernando Valley and the Westside
February 10, 2014
In "Policy & Funding"

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APPENDIX E.4

METRO EL PASAJERO BLOG POST

Próximas audiencias públicas para agregar más servicio a la Línea Antelope Valley de Metrolink

BY JOSE UBALDO , JULY 28, 2021

El programa Antelope Valley Line (AVL) Capacity and Service Improvements Program es un proyecto encaminado a mejorar la frecuencia y la confiabilidad del servicio a lo largo de 76.6 millas del corredor de trenes entre Lancaster, Santa Clarita, el Valle de San Fernando y el centro de Los Angeles.El proyecto busca agregar más vías de trenes para poder tener servicio más frecuente, así como más rápido. La meta es poder tener intervalos regulares cada 30 minutos en ambas direcciones en el horario de los trenes regionales de Union Station a la ciudad de Santa Clarita y servicio cada hora hasta el final de corredor en la ciudad de Lancaster. El servicio hoy en día de los trenes regionales va de 30 minutos en las horas pico hasta cada dos horas después de las horas pico.Acompáñenos en una de las dos audiencias públicas para que ofrezca sus comentarios sobre el proyecto Draft Environmental Impact Report (EIR). La información que se presentara en cada sesión ser la misma.

Miércoles 18 de Agosto de 6 a 7:30 p.m.
Enlace de la reunión: bit.ly/35qFkcC (http://bit.ly/35qFkcC)
Numero para llamar: (213) 338-8477
Reunión ID: 948 3461 0205

Linea de teléfono en espanol: (646) 749-3335
Código de acceso: 754 052 309

Sábado 21 de Agosto de 11 a.m. a 12:30 p.m.
Enlace de la reunión: bit.ly/3wD1Sms (http://bit.ly/3wD1Sms)
Numero para llamar: (213) 338-8477
Reunión ID: 998 8162 7606
Linea de teléfono en espanol: (646) 749-3335
Código de acceso: 248-035-021

Para mayores detalles sobre estas reuniones virtuales por favor visite: metro.net/projects/avl (https://www.metro.net/projects/avl/).

Interpretes en idiomas espanol y armenian estarán disponibles en las dos reuniones públicas. Otras acomodaciones ADA y traducciones estarán disponibles llamando al (213) 922-4844 por lo menos 72 horas antes de la reunión.

Además de los comentarios orales y por escrito que se aceptan en la reunión pública, comentarios escritos sobre el borrador del EIR serán aceptados desde el miércoles 28 de julio hasta el viernes 10 de septiembre, Usted puede presentar sus comentarios por escritos por correo:

Brian Balderrama, Senior Director
One Gateway Plaza
Mail Stop 99-17-2
Los Angeles, CA 90012

También puede enviar sus comentarios por correo electrónico a avl@metro.net (mailto:avl@metro.net), presentarlos vía la online comment form (https://metrola.wufoo.com/forms/avl-service-improvements-program-comment-form/) o llamar al programa al (213) 922-4844 y dejar un mensaje.



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

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At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
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> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

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Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
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Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Armenian Call-In Number: *646.749.3335*
Access Code: *509 148 549*

Saturday, August 21, 2021, 11am-12:30pm
Meeting Link: *bit.ly/3wD1Sms*
Call-In Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Armenian Phone Line: *646.749.3335*
Access Code: *320 266 021*

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021 through September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at *metro.net/projects/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

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1 reply ›

[...] post Próximas audiencias públicas para agregar más servicio a la Línea Antelope Valley de Metrolink appeared first on El [...]

APPENDIX E.5

METRO AND METROLINK JOINT PRESS RELEASES (EIR)

Los Angeles County
Metropolitan Transportation Authority

Metro News

METROLINK

July 28, 2021

Jose Ubaldo/Joni Honor
Metro Media Relations
213.922.3087/213.922.6931
metro.net/press/pressroom
mediarelations@metro.net

FOR IMMEDIATE RELEASE

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021

The Los Angeles County Metropolitan Transportation Authority (Metro) today released the draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program to evaluate potential benefits and impacts of building infrastructure to support increased rail service between Los Angeles and the Antelope Valley.

A 45-day review period of the DEIR begins on Wednesday, July 28, and concludes on Friday, September 10, 2021. During this period, two virtual public meetings will be held on Wednesday, August 18, and Saturday, August 21, where residents, communities, businesses, cities, stakeholders and the general public can learn about the project, the environmental review process and provide comments on the DEIR.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66 percent of the AVL rail corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and keep trains on a regular schedule.

The virtual public hearing will be held on the following days and times:

Wednesday, August 18, 2021, 6–7:30 p.m.
Meeting Link: bit.ly/35qFkcC

Call-in Number: (213) 338-8477
Meeting ID: 948 3461 0205
Por teléfono en español: (646) 749-3335
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Access Code: 509 148 549

Saturday, August 21, 2021, 11am-12:30pm
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The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session. Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations are available by calling (213) 922-4844 at least 72 hours in advance of the meeting.

AVL line improvements are part of the $10 billion Southern California Optimized Rail Expansion (SCORE) program. SCORE is a capital program improving infrastructure to enable bidirectional Metrolink service every 30 minutes prior to the 2028 Los Angeles Olympic and Paralympic Games.

The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita and the Lancaster Terminal Improvements located in the City of Lancaster.

Comments on the DEIR may be submitted in writing to Brian Balderrama, Senior Director, Metro, One Gateway Plaza, Mail stop: 99-17-02, Los Angeles, CA 90012. Written comments can also be sent to Metro any time during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address above or at avl@metro.net or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922-4844 and leave a message.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently providing lifeline service for essential trips and frontline workers. Metro continues building the most ambitious transportation infrastructure program in the United States and is working to greatly improve mobility through its Vision 2028 Plan.

Metro has proudly pledged to the American Public Transportation Association (APTA) Health and Safety Commitment Program to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

Stay informed by following Metro on The Source and El Pasajero at metro.net, facebook.com/losangelesmetro, twitter.com/metrolosangeles and twitter.com/metroLAalerts and instagram.com/metrolosangeles.

ABOUT METROLINK (metrolinktrains.com)

Metrolink is Southern California's regional passenger rail service enabling people to connect to their jobs and explore all that the region has to offer. Prior to the pandemic, Metrolink has nearly 12 million annual boardings from people who choose to ride the train to avoid gridlock, removing an estimated 9.3 million vehicles from the roads and reducing greenhouse gas emissions by 130,000 metric tons each year. Metrolink is the largest passenger rail agency in California and the third largest in the United States operating seven lines along a 538-mile network that travels across Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

METROLINK (/)

Metrolink News

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021

Wednesday July 28, 2021

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Metro has proudly pledged to the American Public Transportation Association (APTA) **Health and Safety Commitment Program (https://gcc01.safelinks.protection.outlook.com/?url=https%253A%252F%252Fthesource.metro.net%252F2020%252F09%252F09%252Fmetro-commits-to-national-effort-to-ensure-health-and-safety-of-returning-transit-riders%252F&data=02%257C01%257CUbaldoJ%2540metro.net%257Ccc06477f8609462f2c6f08d8567618e2%257Cab57129bdbfd4cacaa77fc74c4036** to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX F

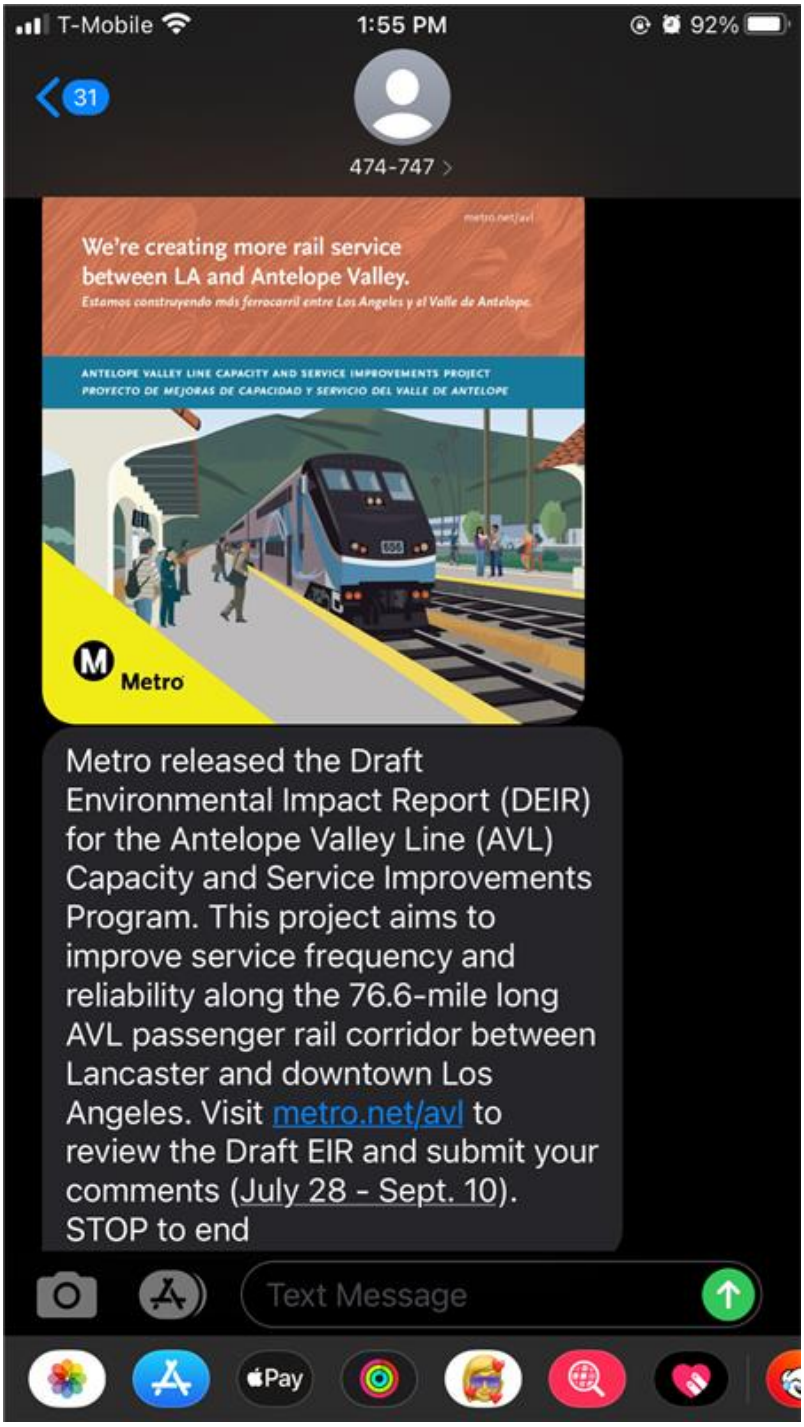
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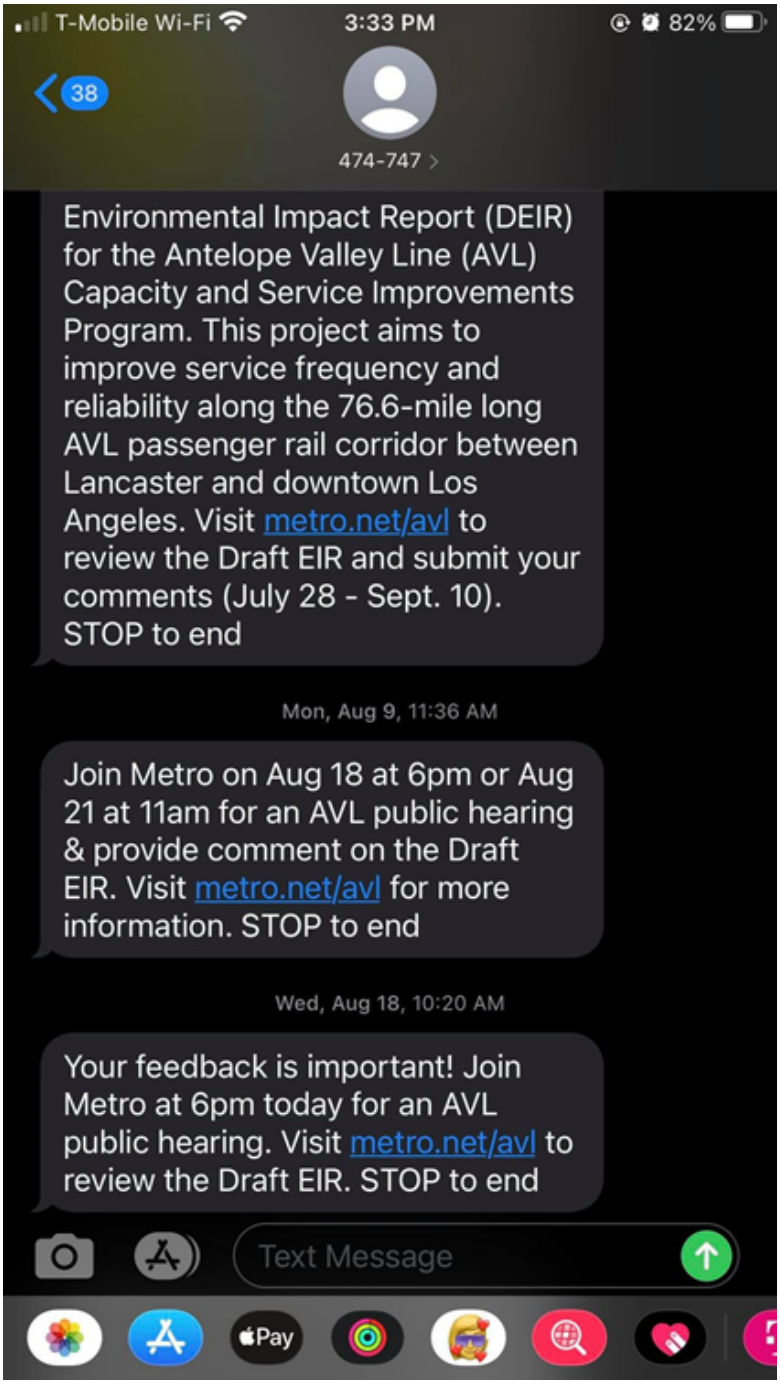
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SMS REMINDER #2

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T-Mobile
1:55 PM
92%
31
474-747
metro.net/avl
We're creating more rail service between LA and Antelope Valley.
Estamos construyendo más ferrocarril entre Los Angeles y el Valle de Antelope.
ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROJECT
PROYECTO DE MEJORAS DE CAPACIDAD Y SERVICIO DEL VALLE DE ANTELOPE
Metro
Metro released the Draft Environmental Impact Report (DEIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program. This project aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. Visit metro.net/avl to review the Draft EIR and submit your comments (July 28 - Sept. 10). STOP to end
Text Message
Pay


T-Mobile Wi-Fi
3:33 PM
82%
38
474-747
Environmental Impact Report (DEIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program. This project aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. Visit metro.net/avl to review the Draft EIR and submit your comments (July 28 - Sept. 10). STOP to end
Mon, Aug 9, 11:36 AM
Join Metro on Aug 18 at 6pm or Aug 21 at 11am for an AVL public hearing & provide comment on the Draft EIR. Visit metro.net/avl for more information. STOP to end
Wed, Aug 18, 10:20 AM
Your feedback is important! Join Metro at 6pm today for an AVL public hearing. Visit metro.net/avl to review the Draft EIR. STOP to end
Text Message



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX G

COMMUNICATIONS TOOLKIT & EARNED MEDIA

APPENIDX G.1

COMMUNICATIONS TOOLKIT

APPENDIX G.2

TOOLKIT DISTRIBUTION LIST

APPENDIX G.3

TOOLKIT FOLLOW-UP DISTRIBUTION LIST

APPENDIX G.4

EARNED MEDIA

APPENDIX G.1
COMMUNICATIONS TOOLKIT



Dear Stakeholder,

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021 and will host two virtual public hearings on Wednesday, August 18, 2021, from 6 – 7:30pm, and on Saturday, August 21, 2021, from 11am – 12:30pm. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Below are some **optional methods to help you share the meeting details with your community.** Please utilize the methods that works best for you:

1. **Share on Social Media (Facebook, Twitter, Instagram, NextDoor, etc.)**
2. **Distribute information electronically (newsletter, email, or eblast)**
3. **Post on to your website**
4. **Feature the Online Meeting details on your events calendar**

Sharing information is easy!

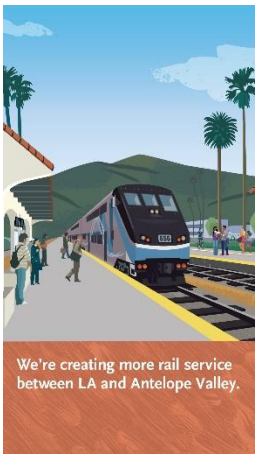
Please see the following pages for copy-and-paste-ready text and downloadable images. We have also attached our meeting flyers in English, Spanish and Armenian for easy distribution, or you may click on the following to download the flyer in the language of your choice: Spanish or Armenian. If you have any questions on how to share this information with your community, please contact Brian Balderrama at avl@metro.net or at 213.922.4844. We look forward to working with you!

Help us spread the word!

1. **Posting / sharing content:**

 Post any of the images included here and share the meeting information on your social media, Newsletter E-mail / Eblast or Feature the online meeting details on your events calendar by copying and pasting the text below:

Platform	Post
Facebook @losangelesmetro	Content: *Join Metro on Wed., Aug. 18 at 6pm or Sat., Aug. 21 at 11am* for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. At the public hearings you will have the opportunity to learn about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the Draft Environmental Impact Report (DEIR).  Click here for link to image and download
Twitter/Instagram **Twitter**: @metrolosangeles **Instagram**: @metrolosangeles	Content: *Join @metrolosangeles on 8/18/21 at 6pm or 8/21/21 at 11am* for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. Join the meeting and provide your comments on the Draft Environmental Impact Report (DEIR). More information is available at metro.net/avl

	Twitter  Click here for link to image and download	Instagram Story  Click here for link to image and download
NextDoor	Instructions: a. Click on the "Post a message, event, poll or urgent alert" field on your profile b. Select the "Event" tab c. Under the "Choose neighbors" option, select the second option to share with your community +nearby d. For category, select "meetings" e. Text for event title: Join us for a virtual public hearing for Metro Antelope Valley Line Capacity and Service Improvements Program on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21, 2021 at 11am Content: The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between. Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021, which evaluates the potential benefits and impacts of building additional rail improvements and adding additional commuter rail services along the AVL corridor. Visit the project website (metro.net/avl) for additional background and information. You are invited to attend a public hearing on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21 at 11am to learn more about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the DEIR. Click on the following to download and share the meeting flyer in Spanish or in Armenian. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session:	

	Wednesday, August 18, 2021, 6-7:30pm **Zoom details** **Meeting Link:** bit.ly/35qFkcC **Call-in Number:** 213.338.8477 **Meeting ID:** 948 3461 0205 **Por Teléfono en español:** 646.749.3335 **Contraseña:** 754 052 309 Հայերեն զանգերի համար՝646.749.3335 Մատչումի կոդ՝509 148 549 *Armenian and Spanish live interpretation to be provided.* **Saturday, August 21, 2021, 11am-12:30pm** **Zoom details** **Meeting Link:** bit.ly/3wD1Sms **Call-in Number:** 213.338.8477 **Meeting ID:** 998 8162 7606 **Por Teléfono en español:** 646.749.3335 **Contraseña:** 248 035 021 Հայերեն զանգերի համար՝ 646.749.3335 Մատչումի կոդ՝ 320 266 021 *Armenian and Spanish live interpretation to be provided.*
Newsletter E-mail / Eblast or Feature the online meeting details on your events calendar	 Click here for link to image and download ***Subject:*** Join Metro Wed., Aug. 18 or Sat., Aug. 21 for a virtual public hearing and provide input on the Antelope Valley Line Capacity and Service Improvements Program **Content:** The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor

plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between. Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021, which evaluates the potential benefits and impacts of building additional rail improvements and adding additional commuter rail services along the AVL corridor. Visit the project website (metro.net/avl) for additional background and information.

You are invited to attend one of the public hearings, on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21 at 11am to learn more about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the DEIR. Click on the following link to download and share the meeting flyer in Spanish or in Armenian. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session:

Wednesday, August 18, 2021, 6-7:30pm

Zoom details
Meeting Link: bit.ly/35qFkcC
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por Teléfono en español:
646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Armenian and Spanish live interpretation to be provided.

Saturday, August 21, 2021, 11am-12:30pm

Zoom details
Meeting Link: bit.ly/3wD1Sms
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por Teléfono en español:
646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝
646.749.3335
Մատչումի կոդ՝ 320 266 021

Armenian and Spanish live interpretation to be provided.

For questions on the project, please email avl@metro.net

APPENDIX G.2
TOOLKIT DISTRIBUTION LIST

Metro AVL Communications Toolkit Eblast Distribution List

Email Address	First name	Last name
drynn@burbankca.gov	Daniel	Rynn
maxeyd@scrra.net	Darrell	Maxey
lindenheim@aol.com	Victor	Lindenheim
lancasterajcc@jvs-socal.org		
palmdaleajcc@jvs-socal.org		
avaacc2016@gmail.com	Cedric	White
avhispanicchamber@gmail.com	Sylvia	Duarte
andreskabrera@gmail.com	Andres	Kabrera
donald.zelaya@sylmarnc.org	Donald	Zelaya
aaguilar@santa-clarita.com	Adrian	Aguilar
cchurch@palmdalechamber.org	Chuck	cchurch
cheffernan@cityofpalmdale.org	Chuck	Heffernan
francineoschin@gmail.com	Francine	Oschin
millie.jones@lacity.org	millie	jones
juan.solorio@lacity.org	Juan	Solorio
max.podemski@lacity.org	Max	Podemski
adam.schiff@mail.house.gov	Teresa	Lamb Simpson
rgolanian@glendaleca.gov	Roubik	Golanian
info@glendalechamber.com	General	Mailbox
atc@actontowncouncil.org	Tom	Costan
mhagobian@santa-clarita.com	Masis	Hagobian
clujan@santa-clarita.com	Carrie	Lujan
pcc@palmdalechamber.org		Mailbox
nkimball@sfcity.org	Nick	Kimball
perry@vica.com	Perry	Smith
dperry@bos.lacounty.gov	David	Perry
isabel.naturman@lacity.org	Isabel	Naturman
nicole.alaverdian@lacity.org	Nicole	Alaverdian
sarah.palacios@lacity.org	Sarah	Palacios
mxl056@gmail.com	Mei Wah	Lau
martin.reyes@lacounty.gov	Martin	Reyes, P.E.
dunnj@scrra.net	Jeffrey	Dunn
barajas1gcpnc@gmail.com	Romana	Barajas
evasquez@glassellparknc.org	Erick	Vasquez
humberto.quintana@lacity.org	Humberto	Quintana
anajarian@glendaleca.gov	Ara	Najarian
fescobar@pacoimabeautiful.org	Felipe	Escobar
eric.moody@lacity.org	Eric	Moody
sahag.yedalian@lacity.org	Sahag	Yedalian
stewartm@scrra.net	Michelle	Stewart
john@sfvcog.org	John	Bwarie
transit@regenerativecommunities.org	Faramarz	Nabavi
pspillay@yahoo.com	Perias	Pillay
kdavalos@glassellparknc.org	Karin	Davalos
airspecial@aol.com	Jacqueline	Ayer
davisa@scrra.net	Alex	Davis

mmoore@bos.lacounty.gov	Medeleine	Moore
paola.bassignana@lacity.org	Paola	Bassignana
ricardo.x.flores@lacity.org	Ricardo	Flores
jkendall@glendalechamber.com	Judee	Kendall
lobrien@bos.lacounty.gov	Lilly	O'Brien
director@goglendale.org	Bronwen	Keiner
sohikian@northcountytransportationcoalition.org	Arthur	Sohikian
pdyson@railpac.org	Paul	Dyson
vpadilla@pacoimabeautiful.org	Veronica	Padilla-Campos
epapazian@glendaleca.gov	Eliza	Papazian
birdsong4gcp@gmail.com	Clint	Birdsong
craig.bullock@lacity.org	Craig	Bullock
gromo@avta.com	Geraldina	Romo
novoas@scrra.net	Sylvia	Novoa
bpadilla@cityofpalmdale.org	Bill	Padilla
connie@lancasterchamber.org	Connie	Mailbox
hollyschroeder@scvedc.org	Holly	Schroeder
info@cocgav.com	Don	Hoperich
jmlynar@cityofpalmdale.org	John	Mlynar
wrehman@bos.lacounty.gov	Waqas	Rehman
info@sylmarchamber.com	Sylmar	Mailbox
jhess@burbankca.gov	Justin	Hess
jtalamantes@burbankca.gov	Jess	Talamantes
lancc@empowerla.org	Terrence	Gomes
lorena.bernal@lacity.org	Lorena	Bernal
nancy@sanfernandovalleychamber.com	Nancy	Hoffman Vanyek
pacoimachamberofcommerce@yahoo.com	John	Mailbox
tflavin@burbankchamber.org	Tom	Flavin
vanc@empowerla.org	Honored	VANC
dkriske@burbankca.gov	David	Kriske
ylopez@pacoimabeautiful.org	Yvette	Lopez
mark.hemstreet@lancasterchamber.org	Mark	Hemstreet
mbehen@cityofpalmdale.org	Michael	Behen
rich@djdebonaire.com	Richard	Poston
info@scvchamber.com	General	Mailbox
sspringer@burbankca.gov	Sharon	Springer
larivercee@gmail.com	Christine	Mills
bibarra@burbankca.gov	Beverly	Ibarra
cmocouncil@santa-clarita.com	CMO	Council
charity@lancasterchamber.org		Charity
chamberstaff@palmdalechamber.org	General	Mailbox
info@sanfernando.com	General	Mailbox
tomtech@tekwerks.com	Tom	Ross
sunvalley@sfvalley.org		Mailbox
dcason@avta.com	DeeAnna	Cason
jcampbell@octa.net	James	Campbell
bwong@burbankca.gov	Beverly	Wong

peeplehelper@yahoo.com	Robert	Camacho
cbostwick@bos.lacounty.gov	Charles	Bostwick
scvbc@la-bike.org	Nina	Moskol
mhennawy@santa-clarita.com	Mike	Hennawy
tniebla@cityoflancasterca.org	Trolis	Niebla
smcfarland@burbankca.gov	Simone	McFarland
cjoseph@cityoflancasterca.org	Joseph	Cabral
splambaeck@burbankca.gov	Scott	Plambaeck
alisonstone@palmdalechamber.org	Alison	Stone
anna@lancasterchamber.org	Anna	Zarley
rduran@arletanc.org	Raymond	Duran
julyanna@atwatervillage.net	Julyanna	Mendez
cmcdonald.evrnc@gmail.com	Carey	McDonald
outreach@silverlakenc.org	Seth	Copenhaver
admin@pacoimachamber.com	Eddie	Gonzalez
ojimenez@ghnnc.org	Oscar	Jimenez
president@svanc.com	Monica	Vacas
mbaumgardner@sfcity.org	Matthew	Baumgardner
rhovanesian@cityofpalmdale.org	Ruben	Hovanesian
blopez@arellanoassociates.com	Benjamin	Lopez
karla.maqueda@lacity.org	Karla	Maqueda
econdevinfo@santa-clarita.com		
rlopez@octa.net	Roger	Lopez
rsanchez4@octa.net	Rosa	Guillen Sanchez
gloria@movela.org	Gloria	ohland
doug.mensman@lacity.org	Doug	Mensman

APPENDIX G.3

TOOLKIT FOLLOW-UP DISTRIBUTION LIST

Metro AVL Communications Toolkit Follow-Up Distribution List

Category	Organization	Title	First Name	Last Name	Email
Community Organization	Arleta Neighborhood Council	Outreach Committee Chair	Raymond	Duran	rduran@arletanc.org
Community Organization	Atwater Village Neighborhood Council	Outreach Committee Chair	Julyanna	Mendez	Julyanna@atwatervillage.net
Community Organization	Elysian Valley Riverside Neighborhood Council	Outreach Committee Co-Chair	Carey	McDonald	cmcdonald.evrnc@gmail.com
Community Organization	Go Glendale	Director	Bronwen	Keiner	director@goglendale.org
Community Organization	Golden State Gateway Coalition	Executive Director	Victor	Lindenheim	lindenheim@aol.com
Community Organization	Granada Hills North Neighborhood Council	President	Oscar	Jimenez	ojimenez@ghnnc.org
Community Organization	Los Angeles Neighborhood Council Coalition (LANCC)	Chair	Terrence	Gomes	lancc@empowerla.org
Community Organization	Move LA	Director of Policy & Communications	Gloria	ohland	gloria@movela.org
Community Organization	Old Town Newhall				econdevinfo@santa-clarita.com
Community Organization	Pacoima Beautiful	Deputy Director	Yvette	Lopez	ylopez@pacoimabeautiful.org
Community Organization	Pacoima Beautiful	Executive Director	Veronica	Padilla-Campos	vpadilla@pacoimabeautiful.org
Community Organization	Pacoima Beautiful	Organizing Director	Felipe	Escobar	fescobar@pacoimabeautiful.org
Community Organization	Rail Passenger Association of California (Rail PAC)	Vice President	Paul	Dyson	pdyson@railpac.org
Community Organization	Santa Clarita Valley Bicycle Coalition	Chairperson	Nina	Moskol	scvbc@la-bike.org
Business Association	Santa Clarita Valley Economic Development Corporation	President and Chief Executive Officer	Holly	Schroeder	hollyschroeder@scvedc.org
Community Organization	Silver Lake Neighborhood Council	Outreach Committee Co-Chair	Seth	Copenhaver	outreach@silverlakenc.org
Community Organization	Southern California Transit Advocates	Vice President	Perias	Pillay	pspillay@yahoo.com
Community Organization	Sun Valley Area Neighborhood Council	President	Monica	Vacas	president@svanc.com
Community Organization	Sylmar Neighborhood Council	Vice President Communications	Donald	Zelaya	donald.zelaya@sylmarnc.org
Community Organization	Valley Alliance of Neighborhood Councils (VANC)			VANC	vanc@empowerla.org
Business Association	Valley Industry & Commerce Association (VICA)	Public Information Officer	Perry	Smith	perry@vica.com

APPENDIX G.4
EARNED MEDIA

City of Palmdale - Government
August 5 at 10:25 PM ·

Join one of two upcoming public hearings to learn more about the project that will add Metrolink service to the Antelope Valley Line.



THESOURCE.METRO.NET

Upcoming public hearings for project to add Metrolink service to Antelope Valley...

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long rail corridor between ...

Like Comment Share

Burbank Transportation Management Organization
Yesterday at 12:00 PM ·

Heads up #Burbank! Metro Los Angeles is holding public hearings for the Metrolink #AVLine Capacity and Service Improvements Program 🚆🚧👍

Learn more at https://www.metro.net/projects/avl/

Register for a hearing (info will be the same at both):
8/... See More



US06WEB.ZOOM.US

Welcome! You are invited to join a webinar: Antelope Valley Line Capacity and Service Improvements Program...

City of Burbank - Government
Yesterday at 4:09 PM ·

Join Metro on Wed., Aug. 18 at 6pm or Sat., Aug. 21 at 11am for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. At the public hearings you will have the opportunity to learn about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the Draft Environmental Impact Report (DEIR).

Metro Los Angeles



2 1 Share

Like

AV-Today.com
August 16 at 2:02 PM ·

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021 - read more, click on link: http://av-today.com/.../cat/5/op/extended/article/9212/cat/5

Metro

METROLINK

1

Like Comment Share

Palmdale @PalmdaleCity · Aug 10

Join one of two upcoming public hearings to learn more about the project that will add Metrolink service to the **Antelope Valley Line**.
mtro.la/D75x50FFPKd



1 2

Burbank TMO @theBTMO · Aug 11

Heads up #Burbank! @metrolosangeles is holding public hearings for the @Metrolink #AVLine Capacity and Service Improvements Program 🚆🚧👍

Register for a hearing (info will be the same at both):
8/18, 6-7:30PM: bit.ly/35qFkcC
8/21, 11AM-12:30PM:



Welcome! You are invited to join a webinar: Antelo...
Welcome! You are invited to join a webinar: Antelope Valley Line Capacity and Service ...
zoom.us

1

City of Burbank ✓
@BurbankCA

Join @metrolosangeles on 8/18/21 at 6pm or 8/21/21 at 11am for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. Join the meeting & provide your comments on the Draft Environmental Impact Report. More info at metro.net/avl



4:11 PM · Aug 11, 2021 · Twitter Web App

1 Retweet **2** Likes



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: bit.ly/3sqFkcC
Call-in Number: 213.338.8477
Meeting ID: 348 3461 0205

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝ 646.749.3335
Մասնդամի կոդ՝ 509 148 549

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: bit.ly/3wDr5mn
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝ 646.749.3335
Մասնդամի կոդ՝ 320 266 021

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at metro.net/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net
metro.net/avl
213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերեն *(Armenian)*

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thebtmo ...

thebtmo Heads up #Burbank! @metrolosangeles will be holding public hearings for the @metrolink #AVLine Capacity and Service Improvements Program 🚊🚧👍

Register for a public hearing on 8/18 or 8/21 (info will be the same at both) using the #linkinbio

1d

5 likes

1 DAY AGO

Add a comment... Post

Metro Plans to Double Trips Through Acton! – Draft EIR

actontowncouncil August 3, 2021 Announcements, High Speed Rail, Hot Topics

Public comments period ends September 10, 2021

Link to Draft EIR

Link to Draft EIR appendices

Print PDF

Bookmark.

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Los Angeles Housing Element Big Ideas – Workshop →

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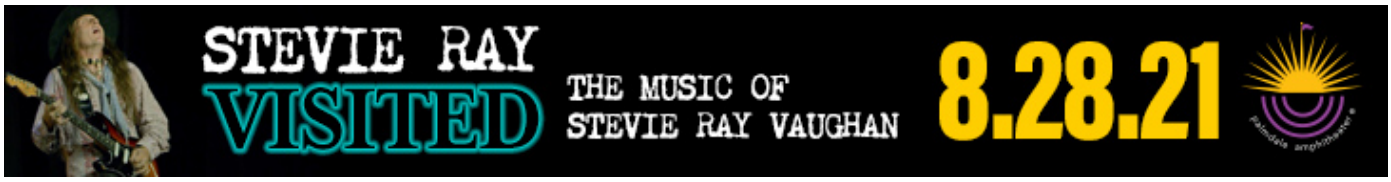
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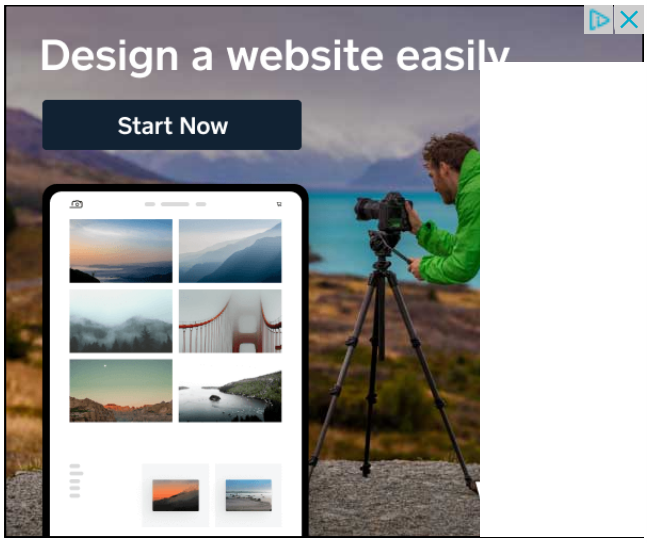


The Antelope Valley Times

Metro to hold virtual public hearings for AV Line capacity, service improvements programs

by The AV Times Staff • August 16, 2021 — 1 Comment

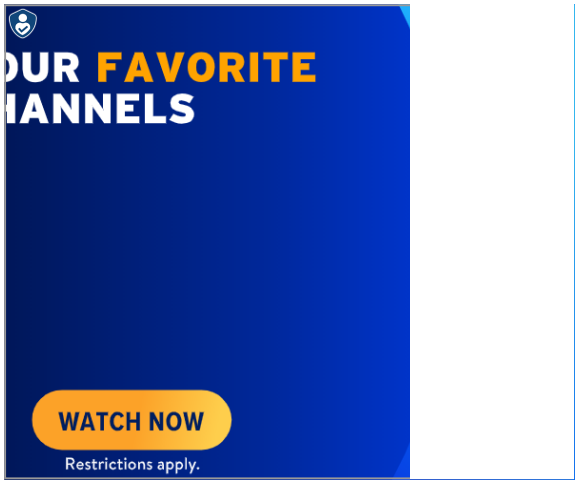
Type search term and press enter ...





LANCASTER – The Los Angeles County Metropolitan Transportation Authority (Metro) has released the draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program to evaluate potential benefits and impacts of building infrastructure to support increased rail service between Los Angeles and the Antelope Valley.

A 45-day review period of the DEIR began July 28 and concludes Sept. 10. During this period, virtual public meetings will be held on Wednesday, Aug. 18, and Saturday, Aug. 21, where residents, communities, businesses, cities, stakeholders and the general public can learn about the project, the environmental review process and provide comments on the DEIR.

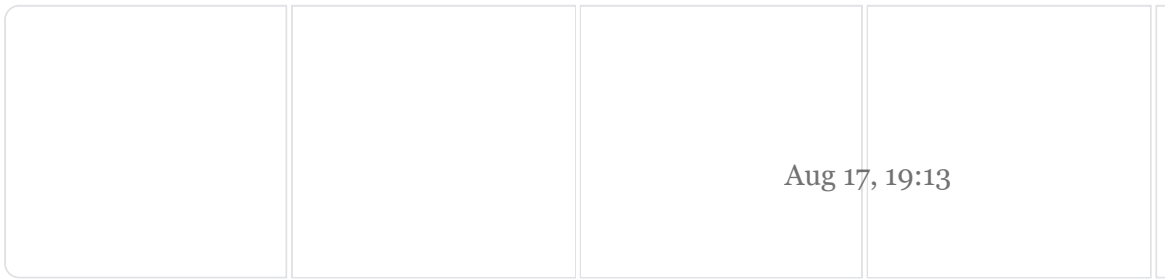


Recent Comments

Tim Scott on LA County announces project to connect immigrants with services, resources: "*Wow. Looks like you put more thought into avoiding the moderation than you put into that response. Do you have…*"
Aug 17, 19:43

William on Readers Speak Out! [2021]: "*That's right, Beecee. On second thought, you wouldn't make it as a cashier. You are so annoying to everyone, you'd…*"
Aug 17, 19:16

William on Readers Speak Out! [2021]: "*Texas Gov. Abbott tested positive for*


Aug 17, 19:13

Just the thing you wanted
ebay

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years, and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66 percent of the AVL rail corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and keep trains on a regular schedule.

The virtual public hearing will be held on the following days and times:

Wednesday, August 18, 2021, 6–7:30 p.m.
Meeting Link: bit.ly/35qFkcC

William on LA County announces project to connect immigrants with services, resources: "*I am happy you are distressed by that article. You must be a miserable wretch and nothing works for ya.*"
Aug 17, 18:52

William on LA County announces project to connect immigrants with services, resources: "*Says the expert on chit, Mr. Hunter.*"
Aug 17, 18:51

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3 Steps To Tell A Slot is Close To Hitting The Jackpot
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Call-in Number: (213) 338-8477
Meeting ID: 948 3461 0205

Saturday, August 21, 2021, 11am-12:30pm
Meeting Link: bit.ly/3wD1Sms
Call-In Number: (213) 338-8477
Meeting ID: 998 8162 7606

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session. Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations are available by calling 213-922-4844 at least 72 hours in advance of the meeting.

AVL line improvements are part of the $10 billion Southern California Optimized Rail Expansion (SCORE) program. SCORE is a capital program improving infrastructure to enable bidirectional Metrolink service every 30 minutes prior to the 2028 Los Angeles Olympic and Paralympic Games. The three capital improvements under study include the Lancaster Terminal Improvements located in the City of Lancaster, Balboa Double Track Extension located in the City of Los Angeles, and the Canyon Siding Extension located in the City of Santa Clarita.



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Virtual Public Hearings To Be Held For Antelope Valley Metrolink Improvements In August

Posted by: Linsey Towles in Santa Clarita Latest News July 29, 2021 - 12:10 pm 0 231 Views

The L.A. County Metropolitan Transportation Authority (Metro) is expected to hold two virtual public me to discuss planned improvements to the county's Metrolink system affecting the Antelope Valley Line t Santa Clarita.

A draft of the Environmental Impact Report for the Antelope Valley Line Capacity and Service Improvements Program was released this week and looks at the potential benefits of building to increase rail service between L.A. and the Antelope Valley.

The two virtual public meetings are set to be held on Wednesday, Aug. 18 and Saturday, Aug. 21, where residents, communities, businesses, cities, stakeholders and the general public can the project as well as provide comments.

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When facing
advanced cancer,
Start With
Step One

Our genomic test
reads your cancer's
DNA to help you
and your doctor
identify treatment
options

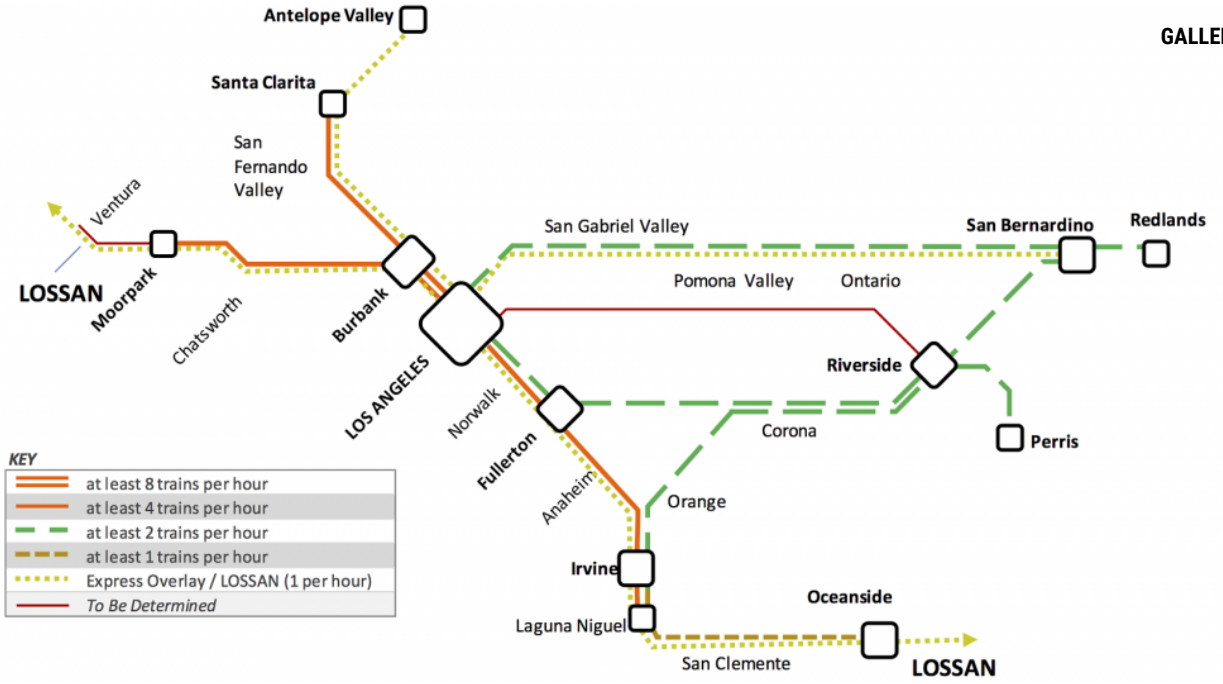
REGIONAL (/LA/NEIGHBORHOOD/REGIONAL)

Metrolink aims for more frequent service on Ventura County and Antelope Valley lines

New segments of double track are planned as part of the $10-billion SCORE program

(mailto:?subject=Someone has shared an article from Urbanize with you&body=I just read this on Urbanize and thought you'd find it interesting:%0D%0DMetrolink aims for more frequent service on Ventura County and Antelope (http://www.linkedin.com/shareArticle?u=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Fmetrolink-score-antelope-valley-ventura-county-rail) Valley+lines&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Fmetrolink-score-antelope-valley-ventura-county-rail) rail&title=Metrolink+aims+for+more+frequent+service+on+Ventura+County+and+Antelope+Valley+lines&source=LinkedIn)

AUGUST 04, 2021, 8:00AM STEVEN SHARP **24 COMMENTS**



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In 2017 (https://urbanize.city/la/tags/electrolink), the Southern California Regional Rail Agency - also known as Metrolink - **announced its $10-billion SCORE program (https://metrolinktrains.com/score)**, a modernization effort which would bring faster, r frequent rail commuter rail service to Los Angeles County in advance of the 2028 Summer Olympic Games. An action taken last month by the agency's Board of Directors moves the more than 500-mile passenger rail network one step closer to that goal.



(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/2021-

07/metrolink%20simi%20valley%20double%20track.png?itok=tZ-FqVw4)

Map of the Simi Valley double track project

Metrolink

On July 23rd, **the Board certified a final environmental impact report (https://metrolinktrains.com/news/metrolink-news/metroli certifies-final-eir-for-simi-valley-double-track-project/)** for a new double tracking project which would upgrade capacity on the Ventura County Line, which shuttles passengers along a 76.6-mile corridor between Union Station and Ventura County. The improvements are to be focused on a roughly 2.2-mile stretch in the City of Simi Valley between Sequoia Avenue and Hidden Ranc Drive, and would be accompanied by safety enhancements at five street-level crossings and the addition of a new underpass at Si Valley Station.

Construction of the new double track is expected to begin in Spring 2024 and conclude by Spring 2025.





(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/2021-07/metrolink%20simi%20valley%20rendering.jpg?itok=BLqcmD-_)

Illustration of Simi Valley Station

Metrolink

The project is part of the initial phase of the SCORE program, which will add new sidings, signal improvements, and double-track segments at various locations in Los Angeles, San Bernardino, and Orange Counties with the goal of offering 15-to-30-minute headways on all lines.

Metrolink has also launched **the environmental study period for a second double-track project slated for the Antelope Valley Lin (https://urbanize.city/la/post/environmental-review-starts-220m-antelope-valley-line-upgrade)**, which runs between Union Sta and the suburban cities of Palmdale and Lancaster. The range of improvements, which are expected to enable 30-minute bi-directional service as far as Santa Clarita and 60-minute bi-directional service to Lancaster, calls for the construction of:

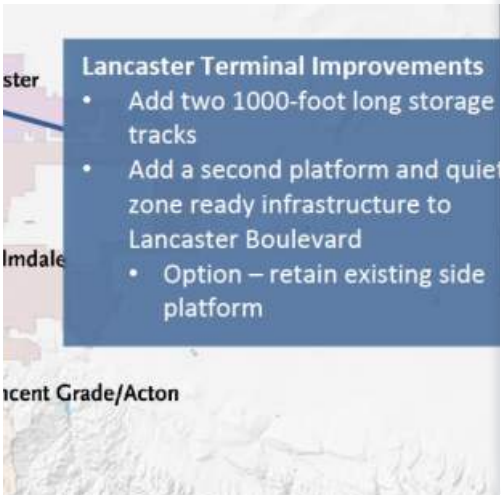
- 1.2 miles of new double track between Balboa Boulevard and Sierra Highway;
- 1.6 miles of new double track between Soledad Canyon Road and Golden Oak Road in Santa Clarita;
- a second side-platform and a crossover track at Santa Clarita Station; and

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- expanded storage tracks at Lancaster Terminal.

Design options could also include new pedestrian nd Santa Clarita stations.







(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/field/image/antelope%20valley%20line%20improvement itok=tl2MQ8qs)

Route of the Antelope Valley Line with proposed improvements

Metro

To date, Metrolink has secured $2.3 billion for its SCORE projects, including longstanding plans for new run-through tracks at Uni Station. A study published in 2019 by the Los Angeles County Economic Development Corporation projected that the full plan wou bring 1.3 million new jobs to Southern California and and increasing the region's gross domestic project by $684 billion through 2

- **Metrolink SCORE (https://urbanize.city/la/tags/electrolink)** (Urbanize LA)

METROLINK (/LA/TAGS/METROLINK) ELECTROLINK (/LA/TAGS/ELECTROLINK)



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX H

PRESENTATION MATERIALS

APPENIDX H.1

MEETING PRESENTATIONS

APPENDIX H.2

MEETING TRANSCRIPTS – AUGUST 18, 2021

APPENDIX H.3

MEETING TRANSCRIPTS – AUGUST 21, 2021

APPENDIX H.1
MEETING PRESENTATIONS



We're creating more rail service between LA and Antelope Valley.

Metro

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Public Hearing – August 2021

Accessing Spanish and Armenian Interpretation

Armenian and Spanish Interpretation

> Via Zoom

- Click on the ”Interpretation” icon
- Pick the language you would like to listen to (Spanish or Armenian)
- Spanish and Armenian translated presentations have been posted in the chat

Interpretación en español

> Vía Zoom

- Haga clic en el icono – “Interpretación“
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el “chat”



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Housekeeping

Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



Questions can be submitted using the Q&A function



Oral public comments to follow the presentation. Please use the 'Raise Hand' icon.



For technical support, call 909.310.2788

Metro

Today's Presenters



Brian Balderrama

Deputy Executive Officer

Metro Regional Rail



Eric Banghart

Principal Project Manager

Mott MacDonald



Peter Feldman

Senior Environmental Planner

Terry A. Hayes Associates



Danielle Valentino

Community Relations Manager

Metro Community Relations

Metro

Purpose of the Meeting

> Overview of the Antelope Valley Line Capacity and Service Improvements Program
> Explain the Environmental Process and Findings of the Environmental Study
> Receive Public Comments

Meeting Agenda

> Project Overview
- Service Improvements
- Environmental Setting
- Stakeholder Involvement
- Project Benefits
- Funding
- Proposed Project Elements
- Timeline

> Project Impacts Identified in Environmental Study
- Aesthetics
- Biological and Water Resources
- Cultural, Tribal Cultural and Paleontological Resources
- Hazards, Hazardous Materials, Geology and Soils
- Noise & Vibration
- Transportation and Air Quality

> Public Comment Session

Metro

Project Overview

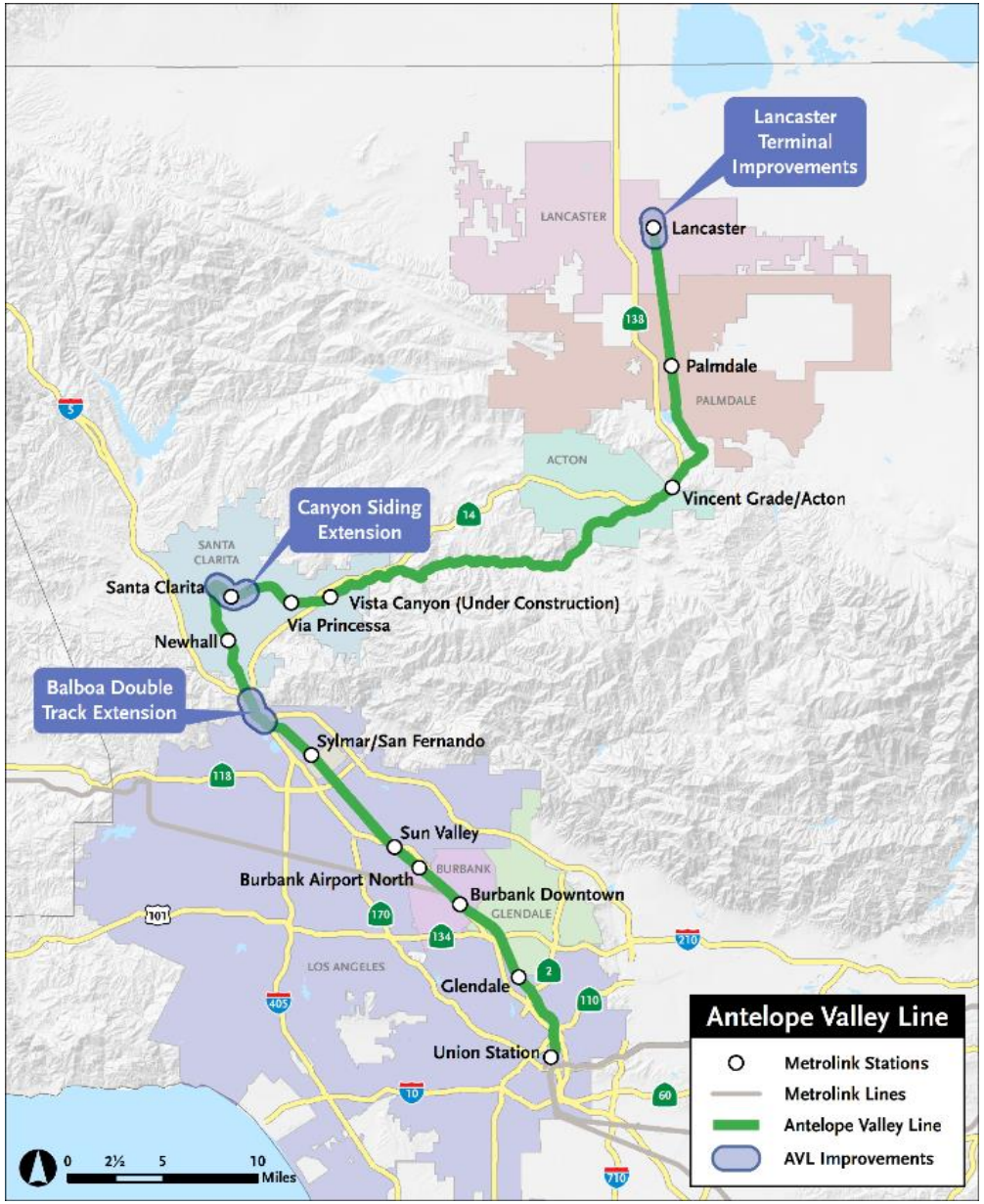
Enable 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley and 60-minute bi-directional service between LAUS and Lancaster Station including the infrastructure improvements required to provide the increased passenger rail service are:

> Balboa Double Track Extension

> Canyon Siding Extension

> Lancaster Terminal improvements

> Brighton-McGinley Double Track Extension – *cleared by separate environmental process*



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Environmental Setting

The AVL Project is statutorily exempt from CEQA under Section 21080 (b)(10) of the California Public Resources Code as provided below:

a) *A project for the institution or increase of passenger or commuter services on rail or highway rights-of-way* ***already in use****, including the modernization of existing stations and parking facilities.*

However, to address community concerns regarding environmental impacts (i.e. noise and traffic) along the AVL:

Metro with the support of the NCTC has elected to prepare an EIR study to comprehensively address *the community/stakeholder concerns related to doubling the number of trains in the AVL.*

In addition, this EIR study considers the cumulative impacts of other capital projects having connectivity to the AVL:

Such as: ***LINK US, East San Fernando Valley Corridor, California High Speed Rail Authority Phase 1, Metrolink SCORE Program Phase 1B****, etc.*

Metro

Stakeholder Involvement

Over the project development period, highlights of stakeholders that have been particularly engaged include*:

> North Los Angeles County Transportation Coalition JPA

> Office of LA County Supervisor Kathryn Barger (District 5)

> Offices of LA City Mayor Eric Garcetti and LA City Council President Nury Martinez (District 6)

> Cities of Santa Clarita, Lancaster, Palmdale, Burbank, Glendale and Acton Town Council

> SCRRA/Metrolink, California High Speed Rail Authority and UPRR

> LA County Public Works, CPUC, Caltrans District 7

> California Department of Fish and Wildlife and Regional Hispanic Chamber of Commerce

> Save Our Rural Town, Go Glendale, BTMO, AV EDGE

> Southern California Transit Advocates and Regenerative Community

> Rail PAC, Santa Clarita Valley Bicycle Coalition, Golden State Gateway Coalition

> Local businesses, residents and tribes

Metro

**This is not a comprehensive listing*

Project Benefits

> Improve ability of Antelope Valley Line to meet strong population and employment growth forecast over the next 20 years

> Improve passenger service reliability and efficiency on the AVL rail corridor

> Provide necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.



Metro

Funding

Program is funded:

1. **October 2019** - **North Los Angeles County Transportation Coalition Board committed** up to $113.8M with their Measure M sub-regional funds to kick start the program.

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **April 2020** - CalSTA awarded $107.05M in TIRCP grant funds



Metro is partnering with Metrolink in this request for funds to deliver faster and more frequent commuter rail service from Los Angeles to Lancaster, while reducing particulates and greenhouse gas emissions.

Metro

Proposed Project Elements

- Balboa Double Track Extension
- Canyon Siding Extension
- Lancaster Terminal Improvements

Proposed Project Elements – Balboa Double Track Extension

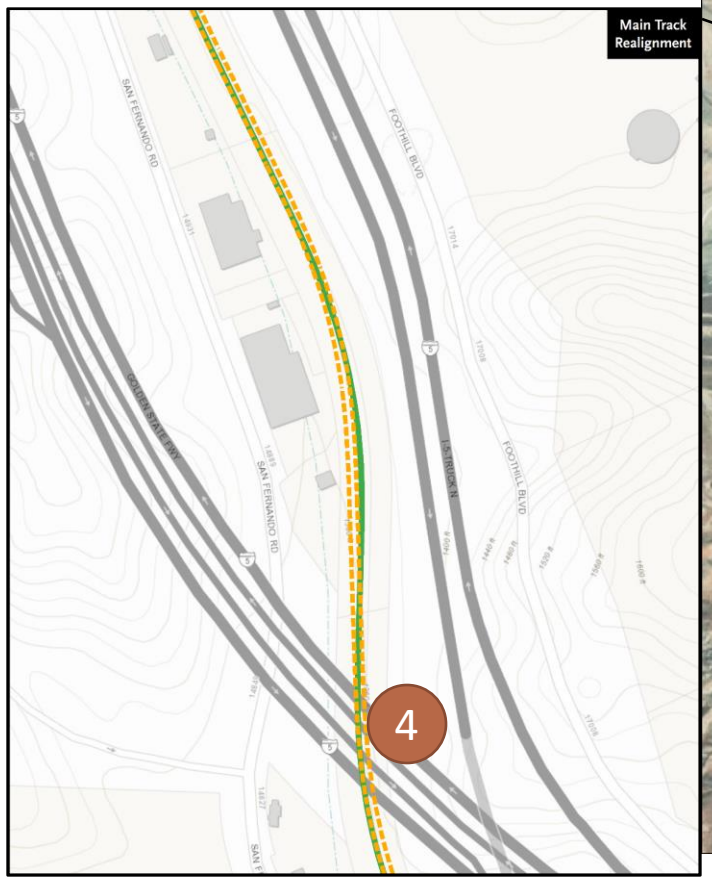
Description of scope of work:

> Extend existing double railroad track approximately 6,300 feet north to Sierra Highway.

> Existing railroad right of way (ROW) would accommodate most of the extension.

> Caltrans encroachment may be required just south of Sierra Highway to re-align an existing spur track.

> Bridge column protection is required for existing I-5 columns.





Metro

Proposed Project Elements – Canyon Siding Extension

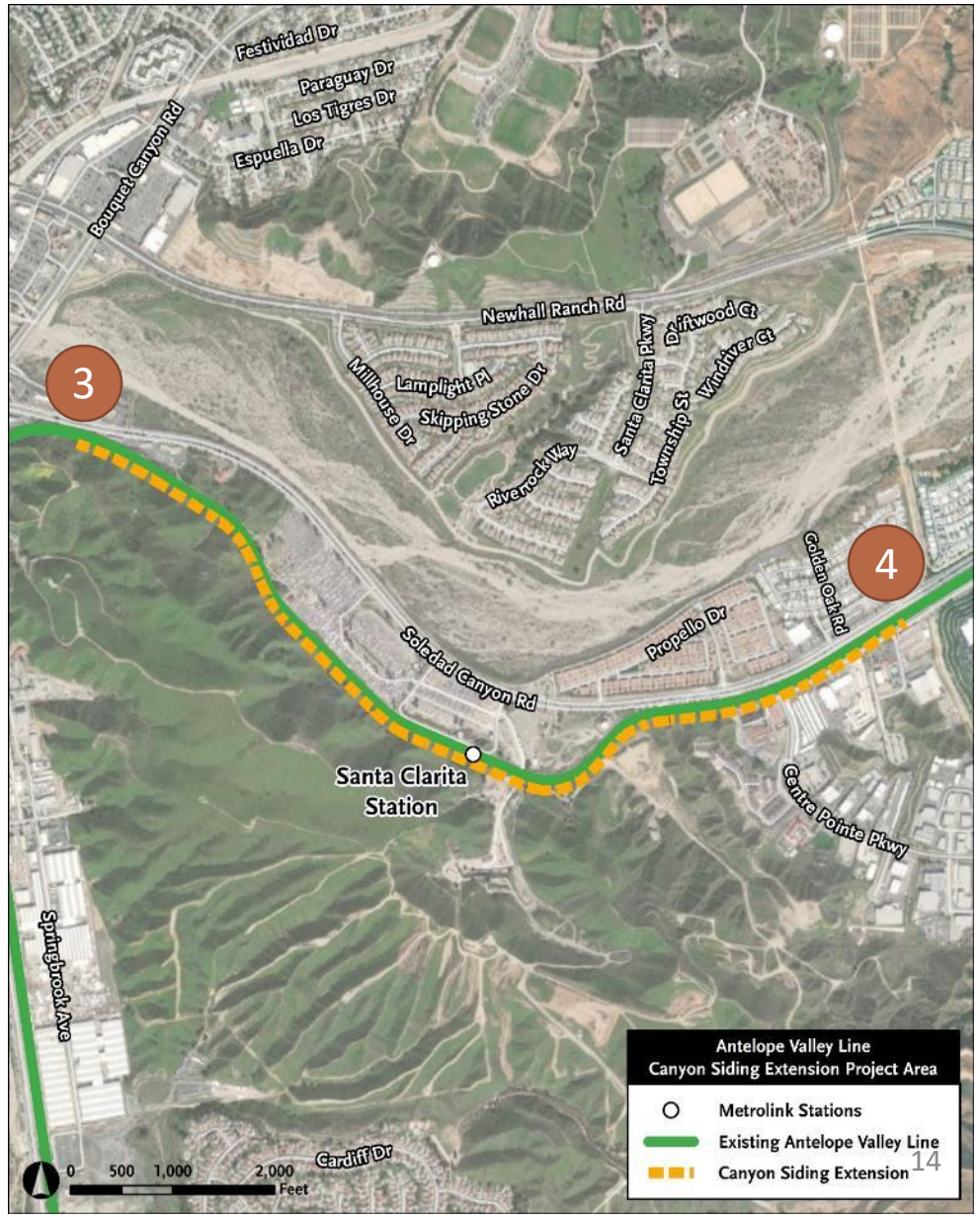
Description of Scope of Work

> Extend existing Saugus Siding approximately 8,400 feet to 500 feet east of Golden Oak Road.

> Existing railroad right of way (ROW) would accommodate additional track throughout the extension.

> Convert existing CP turnout to a crossover track to improve operational flexibility.

> Golden Oak Road would require installation of new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety improvements, installation of new crossing gates, and high visibility crosswalk markings.



Metro

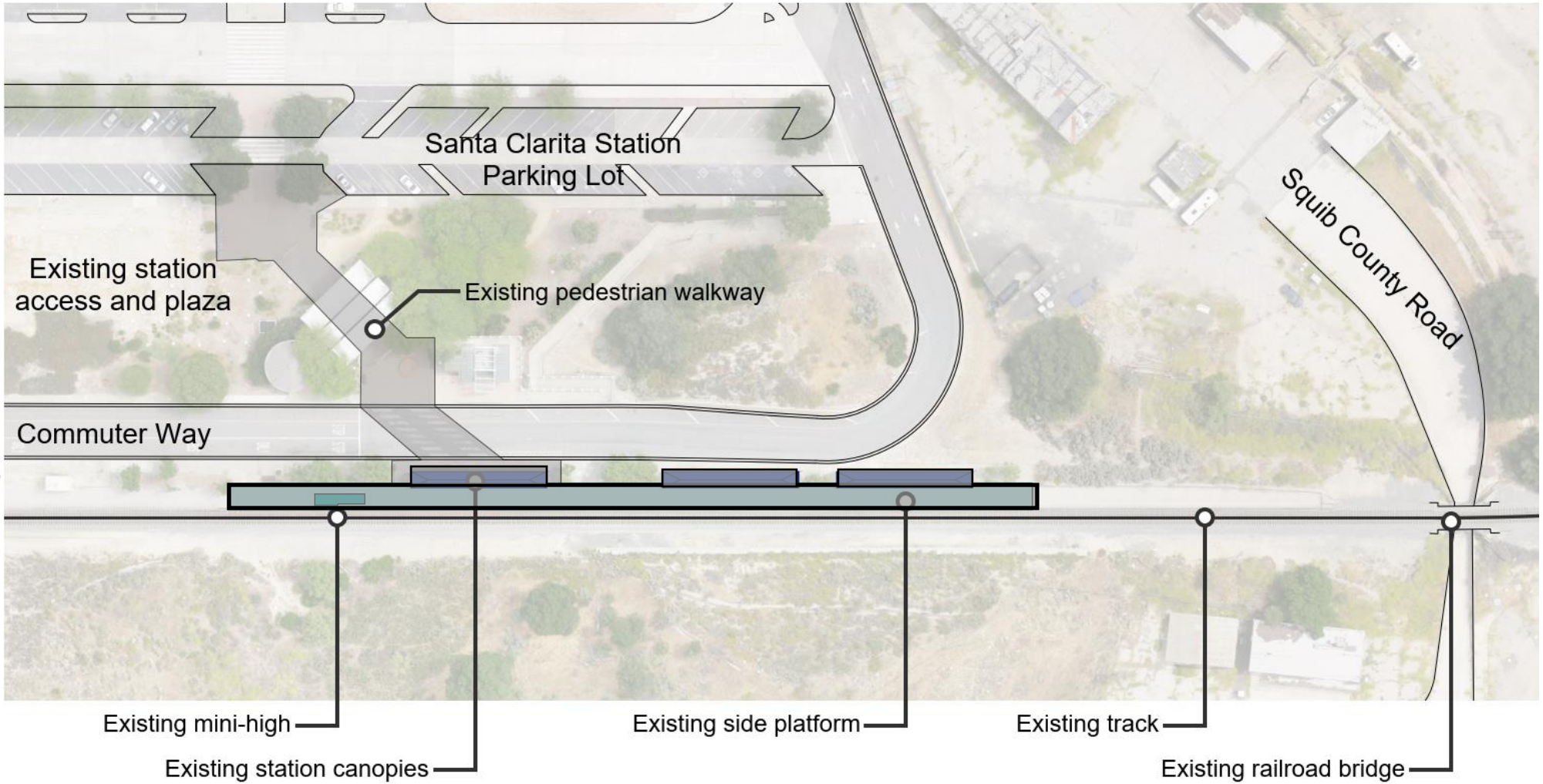
Proposed Project Elements – Canyon Siding Extension Design Options

Existing Condition

> 1 x 500’ long side platform and one railroad track.

> Lower-level parking lot, bus stop and ticketing.

> Upper-level ADA parking stalls, bus stop and car/taxi drop off.



Metro

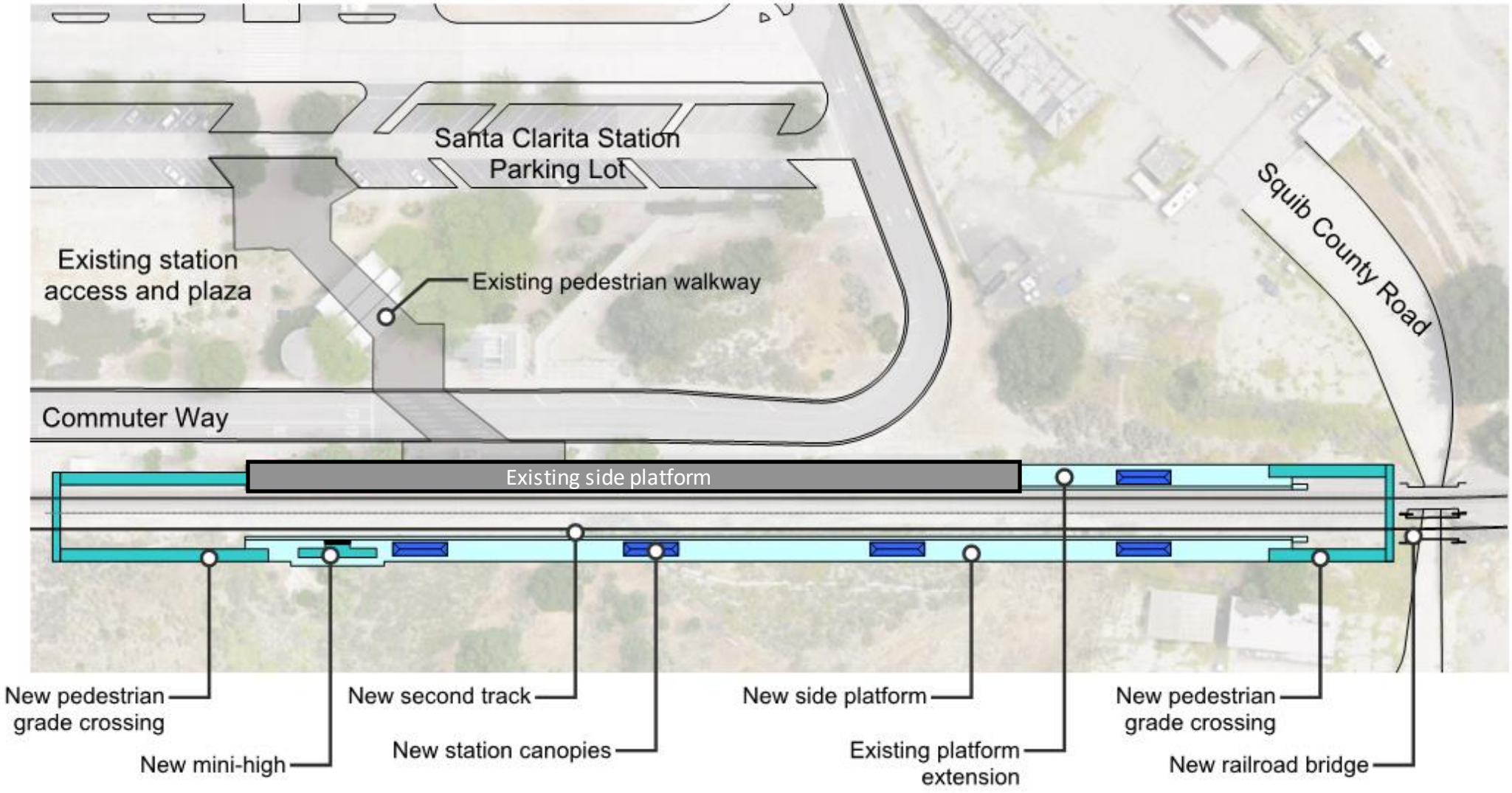
Proposed Project Elements – Canyon Siding Extension Design Options

Base Design

> Add second side platform.

> Extend existing platform.

> Add at-grade pedestrian crossings.



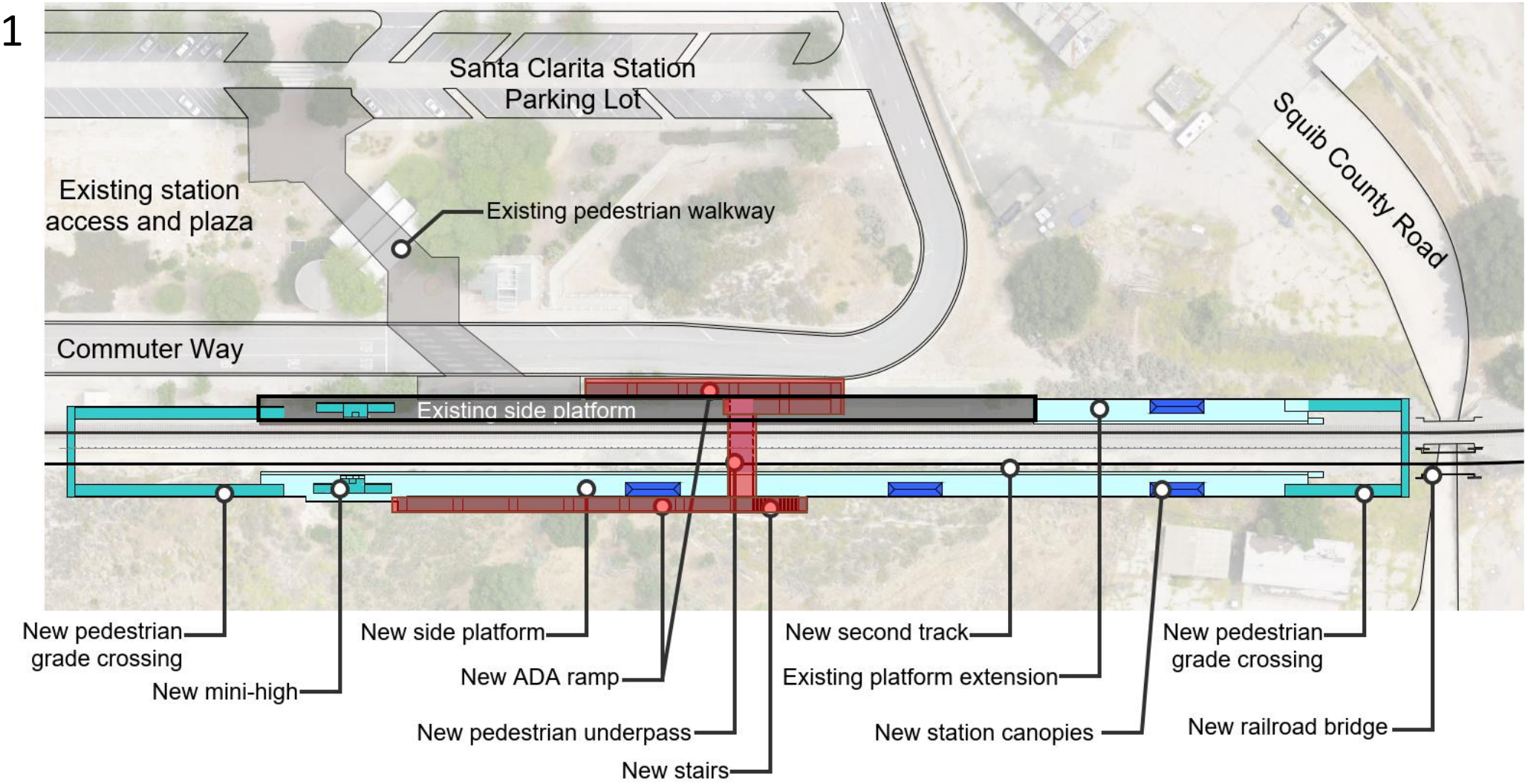
Metro

Proposed Project Elements – Canyon Siding Extension Design Options

Design Option #1

> Add second side platform.

> New pedestrian underpass.



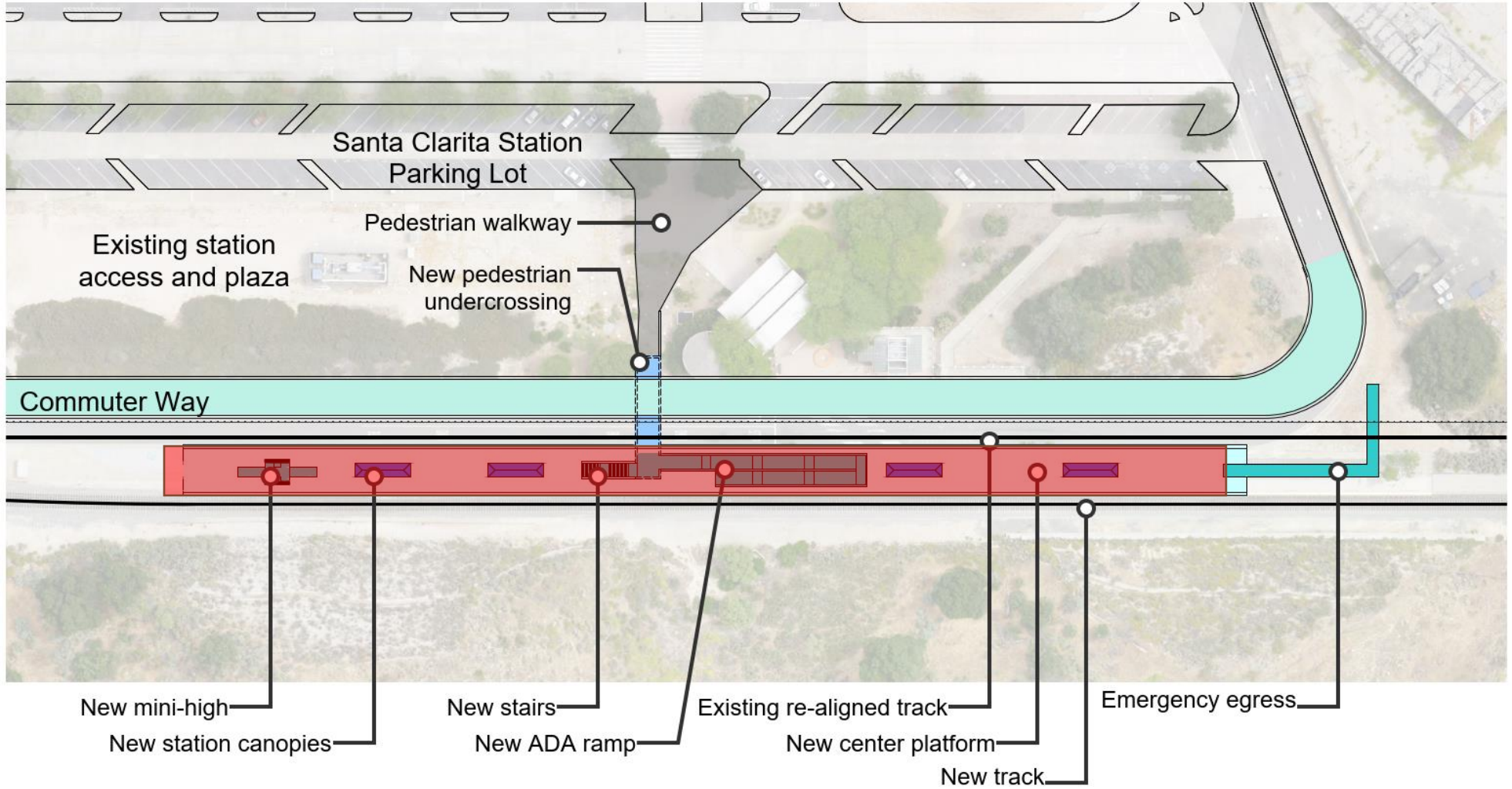
Metro

Proposed Project Elements – Canyon Siding Extension Design Options

Design Option #2

> Replace existing platform with island platform.

> New pedestrian underpass.



Metro

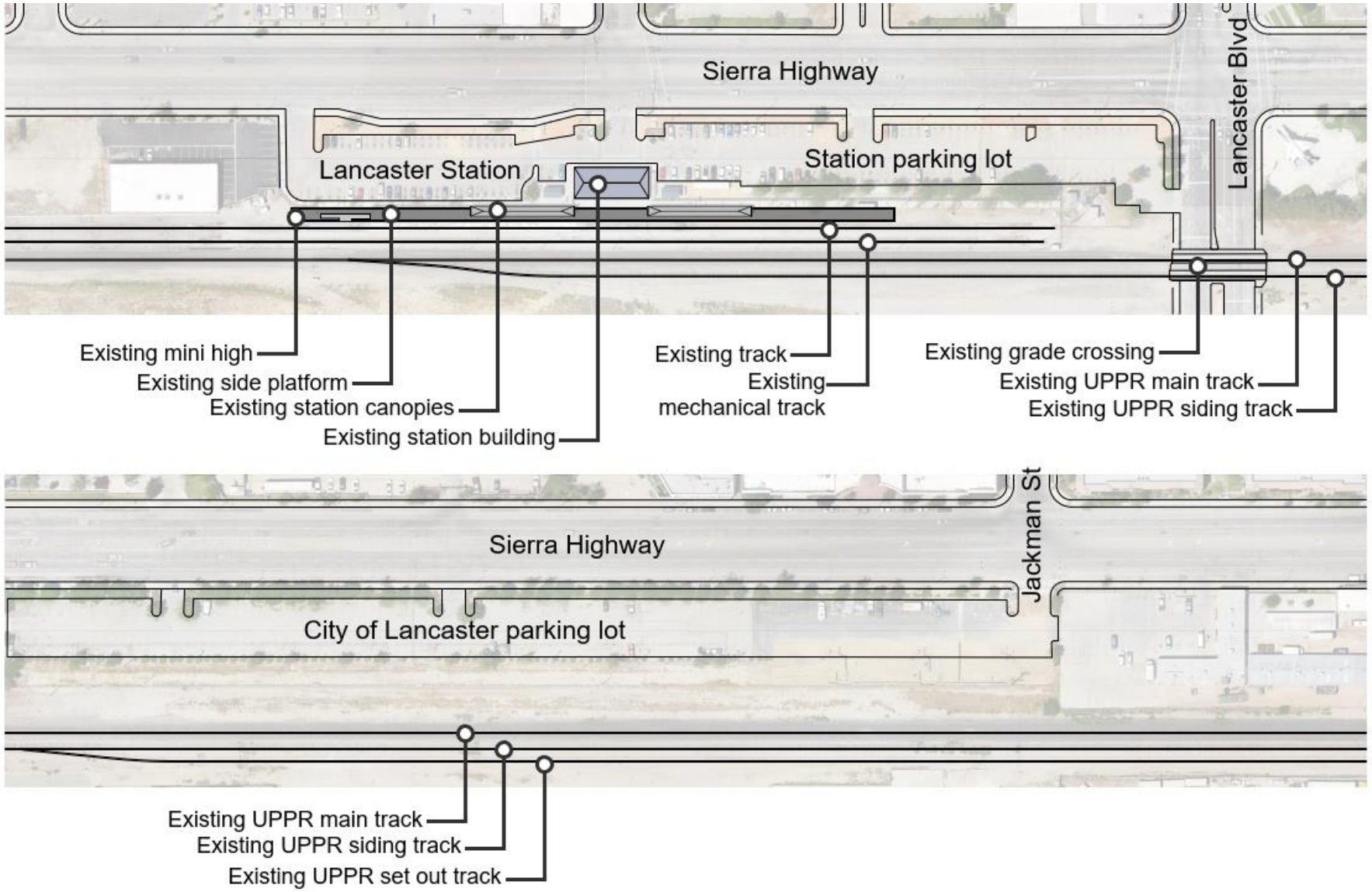
Proposed Project Elements – Lancaster Terminal Improvements

Existing Conditions

> 1 x 680’ long side platform.

> 2 x operational Metrolink tracks.

> Overnight storage for up to 8 Metrolink trains south of the station.

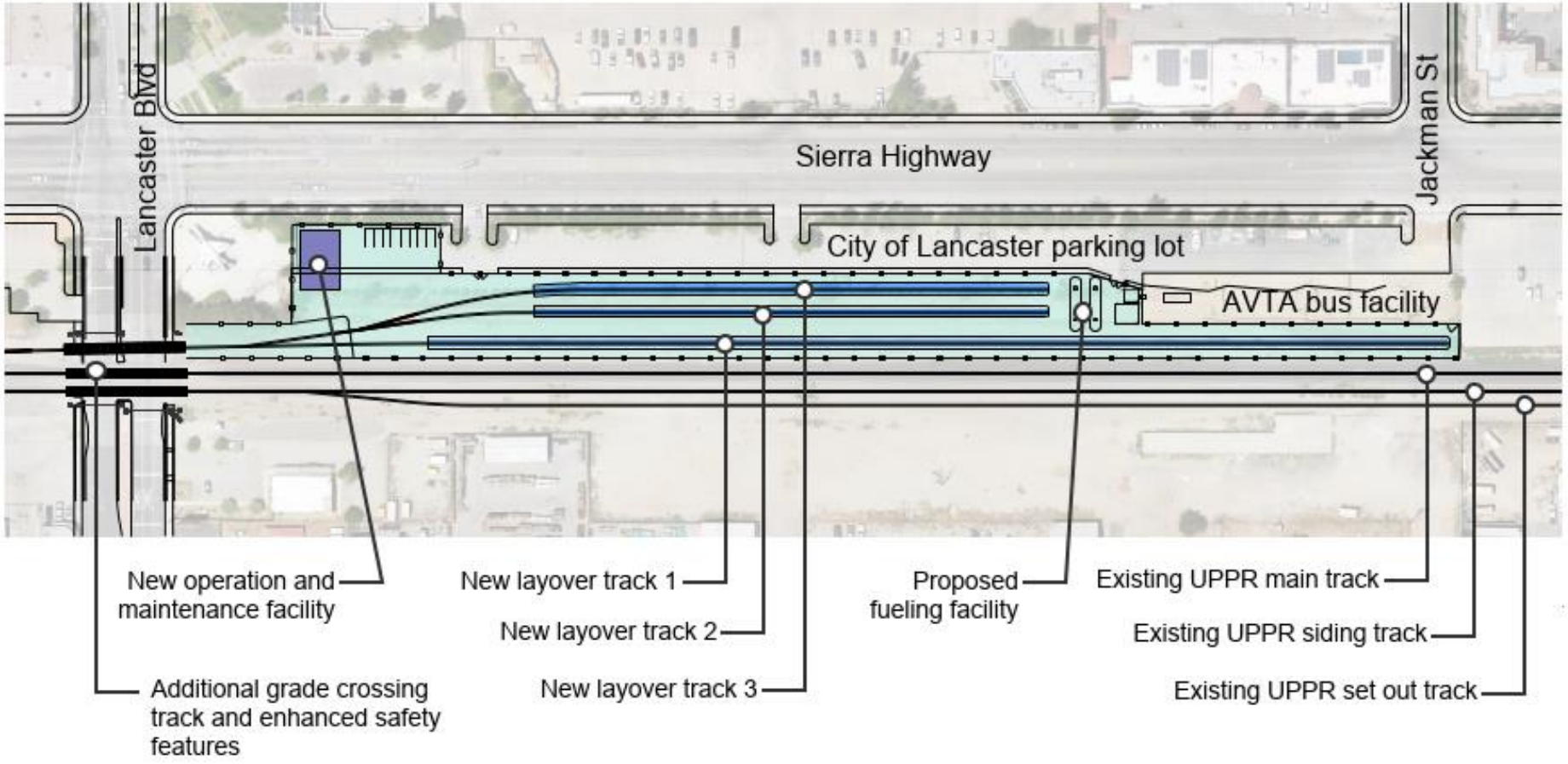


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Base Design

- Expand existing layover facilities by adding 1 x 1000’ and 2 x 500’ storage tracks
- Provision for train fueling
- Provision for operator personnel facilities
- Safety enhancements at Lancaster Blvd grade crossing

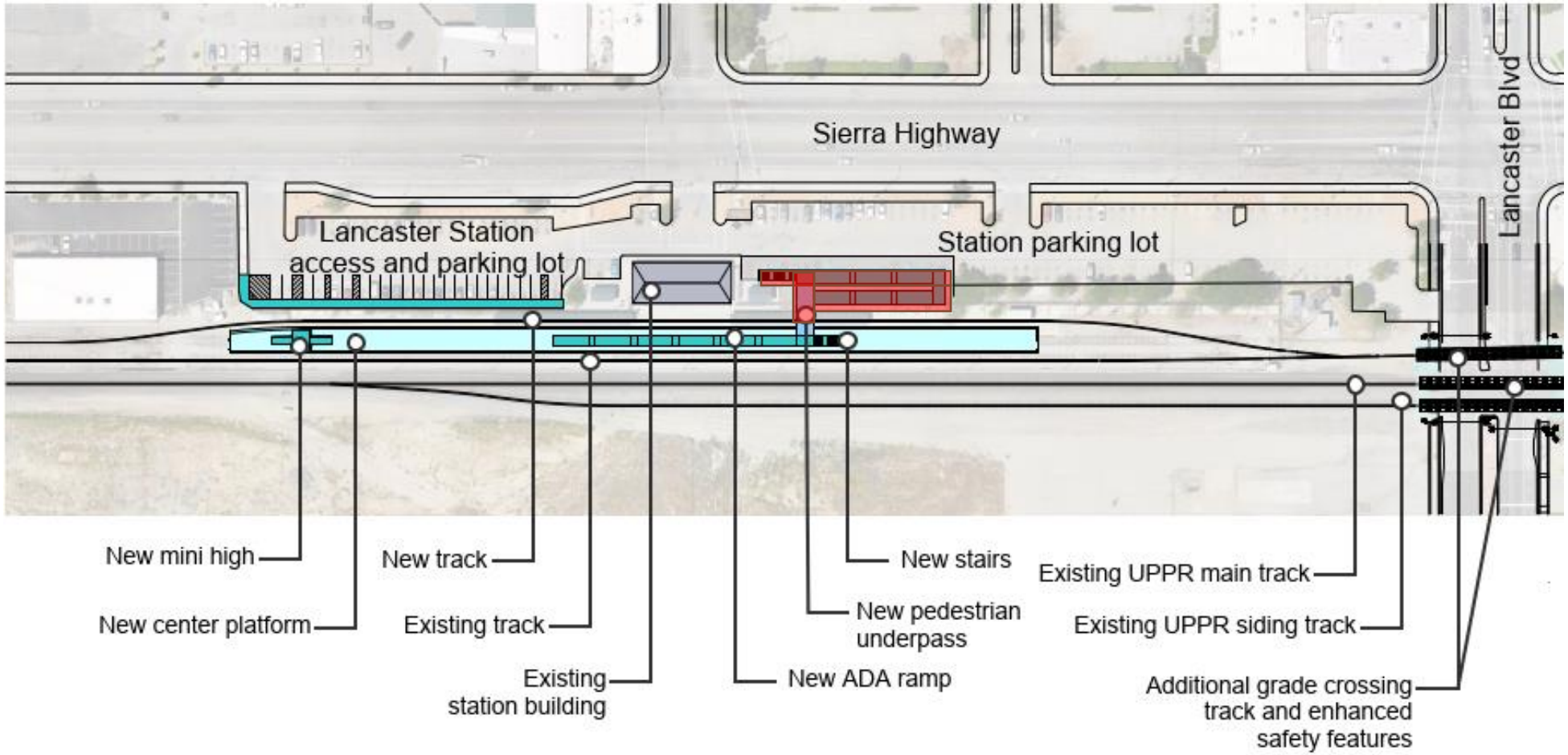


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Design Option #1

- Replace existing platform with island platform
- New pedestrian underpass

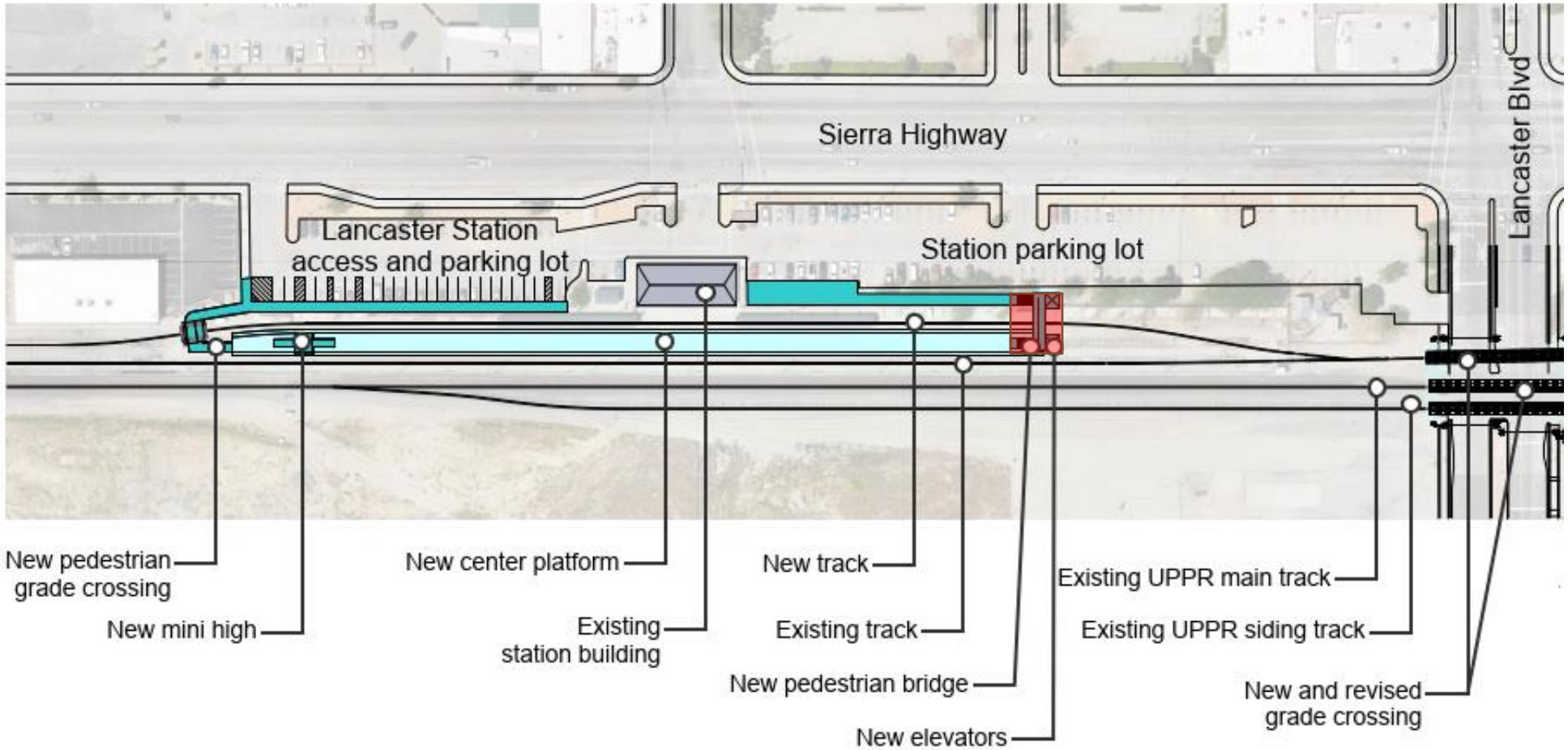


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Design Option #2

- Replace existing platform with island platform
- New pedestrian bridge

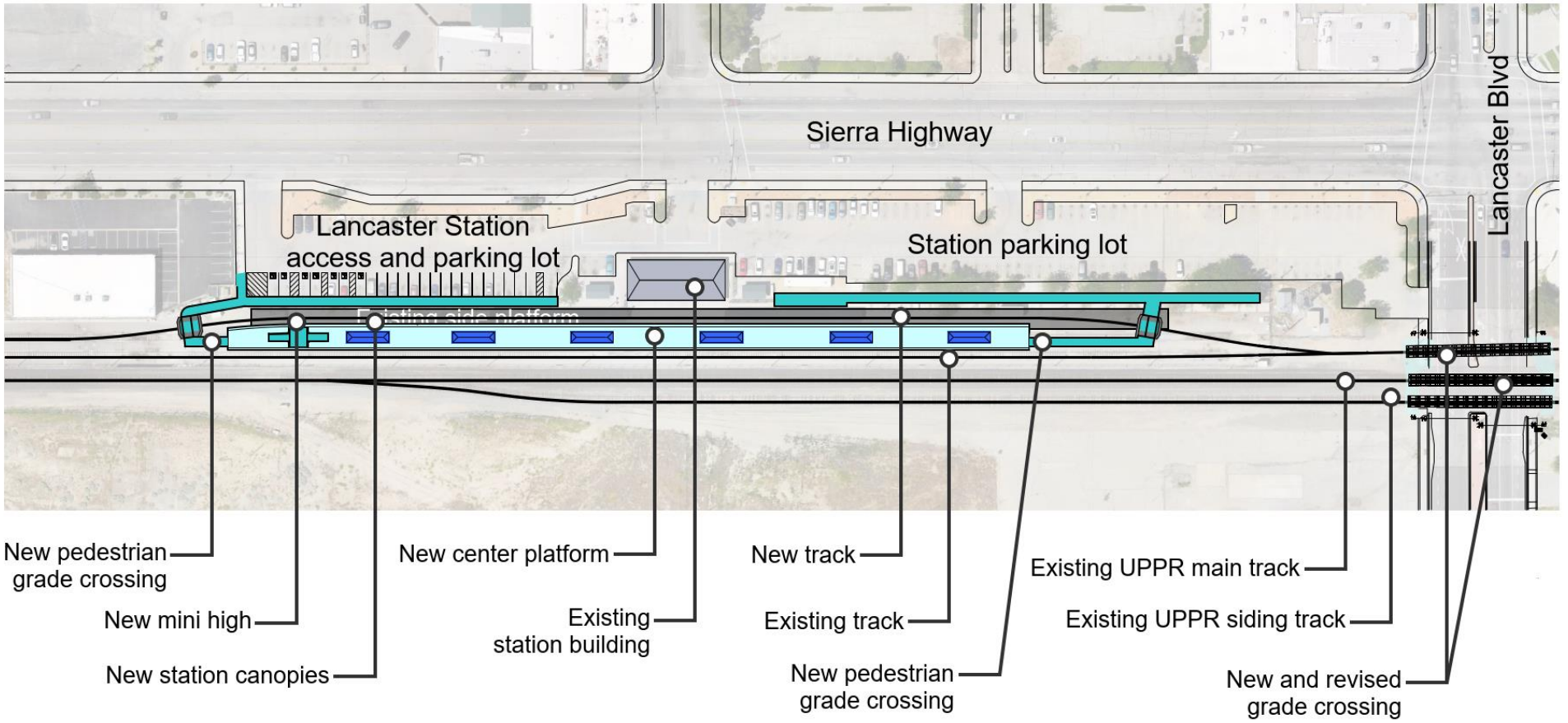


Proposed Project Elements – Lancaster Terminal Improvements

Design Option #3

> Replace existing platform with island platform.

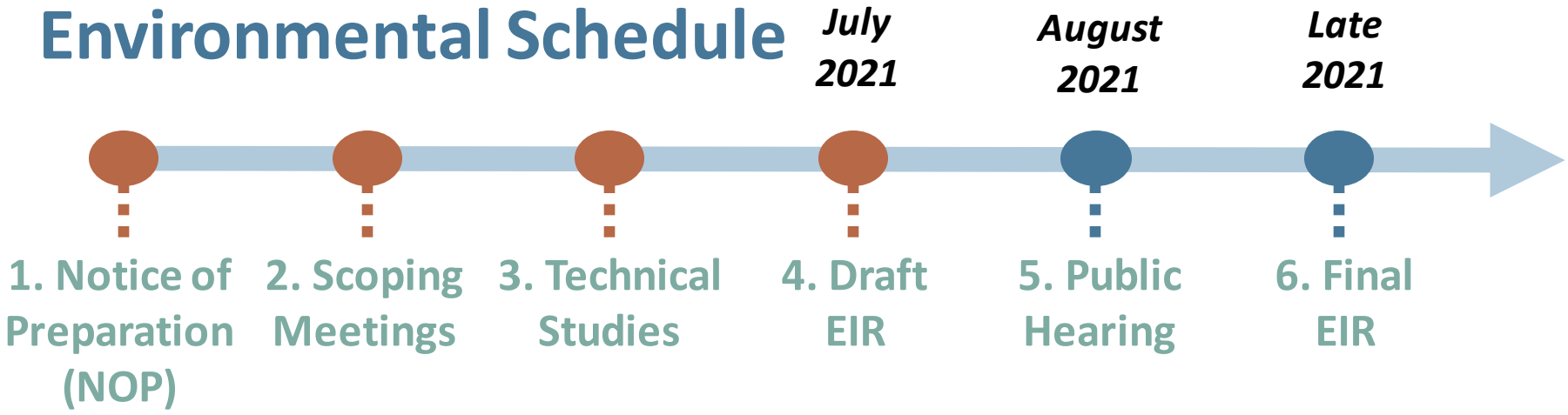
> New at-grade pedestrian crossings at each end of the platform.



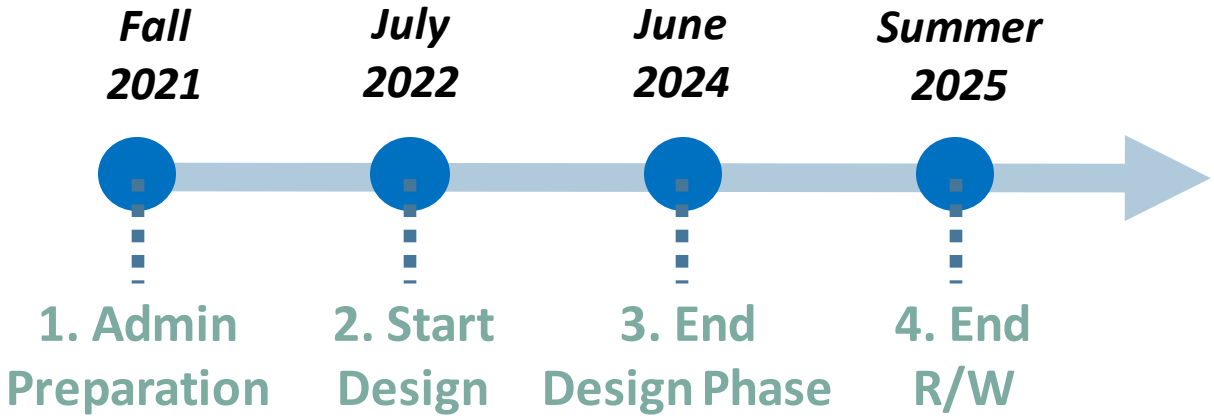
Metro

Timeline

Environmental Schedule



Design Schedule



Construction Schedule

Begin Construction – **Dec 2024**

Metro

Project Impacts Identified in Environmental Study



Metro

Aesthetics

Construction Impacts

> Construction equipment and staging would alter views of undeveloped hillside along the Canyon Siding Extension site.

> Potential nighttime construction would increase nighttime light or glare, temporarily affecting visibility and cause spillover light on adjacent land uses.

Operational Impacts

> Permanent alteration to the hillside along the Canyon Siding Extension site may alter views and impact scenic vistas for residents located to the north.

Mitigation Measures

> Screening of the Canyon Siding Extension construction site.

> Require nighttime construction lighting be screened and directed toward the construction site.

> Provide vegetation along slopes permanently altered by the Project.



View of the AVL corridor in Santa Clarita

Metro

Biological and Water Resources

Construction Impacts

Biological Resources

> Site clearing, vegetation removal, and other construction activities within undeveloped areas that provide habitat for wildlife.

> Construction activities could affect various wildlife and plant species particularly in and around the Balboa Double Track Extension and Canyon Siding Extension sites.

Hydrology and Water Quality

> Water flowing off the construction sites may contain contaminants which can affect the water quality of downstream rivers.

> Potential for contaminated groundwater.

Operational Impacts

> Wastewater generated by wash activities at proposed layover facility in Lancaster.

Mitigation Measures

Biological Resources

> Require preconstruction surveys for wildlife and sensitive species.

> Require biological monitoring during construction.

> Vegetation replacement and avoidance.

Hydrology and Water Quality

> Require compliance with stormwater discharge permits including preparation of stormwater pollution prevention plans.

> Require compliance with dewatering permits.

> Require compliance with stormwater discharge permit for industrial activities.

Metro

Cultural, Tribal Cultural and Paleontological Resources

Construction Impacts

Cultural and Tribal Cultural Resources

> AVL corridor has been identified as a Tribal Cultural Resource by the Gabrieleño Band of Mission Indians-Kizh Nation and within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

> Ground-disturbing activities during construction have the potential to encounter previously undiscovered and undocumented archaeological and tribal cultural resources.

Paleontological Resources

> Ground-disturbing activities during construction also have the potential to uncover unique fossil or geological resources.

Operational Impacts

> No operational impacts.

Mitigation Measures

Cultural and Tribal Cultural Resources

> Prepare an archaeological monitoring program including Native American monitoring in coordination with consulting tribes.

> Prepare a cultural resource monitoring plan to address the procedures required if there is an inadvertent discovery of cultural or tribal cultural resources.

Paleontological Resources

> Require full-time paleontological monitoring in areas where geologic conditions indicate a high likelihood of paleontological resources.

> Prepare a paleontological resources mitigation program.

Metro

Hazards, Hazardous Materials, Geology and Soils

Construction Impacts

Hazards and Hazardous Materials

> Potential accidental release of hazardous materials or wastes.

> Potential for contaminated soil or groundwater.

> Canyon Siding Extension site located on portion of the Whitaker-Bermite site listed on Cortese list of hazardous waste sites.

> Balboa Double Track Site located within City of Los Angeles Methane zone.

Geology and Soils

> Grading and slope stabilization activities could pose seismic hazards.

Operational Impacts

> All operational impacts would be less than significant.

Mitigation Measures

Hazards and Hazardous Materials

> Prepare hazardous Materials Management Plan.

> Prepare soil and groundwater management plans.

> Prepare Phase I and Phase II Environmental Site Assessments.

> Comply with City of LA Building Code methane regulations.

Geology and Soils

> Prepare a geotechnical design report.

Metro

Noise and Vibration

Construction Impacts

> Construction activities would exceed applicable noise limits at sensitive residential and commercial receivers.

- Balboa Double Track Extension (City of Los Angeles) noise limit is 78 decibels.
- Canyon Siding Extension (City of Santa Clarita) noise limits are 75 decibels for residential uses and 85 decibels for sensitive commercial uses.
- Lancaster Terminal Improvements (City of Lancaster) noise limits are 75 decibels for residential uses and 85 decibels for sensitive commercial uses.

> Construction activities would exceed vibration annoyance thresholds (0.2 inch/second) at residential receivers near each capital improvement site.

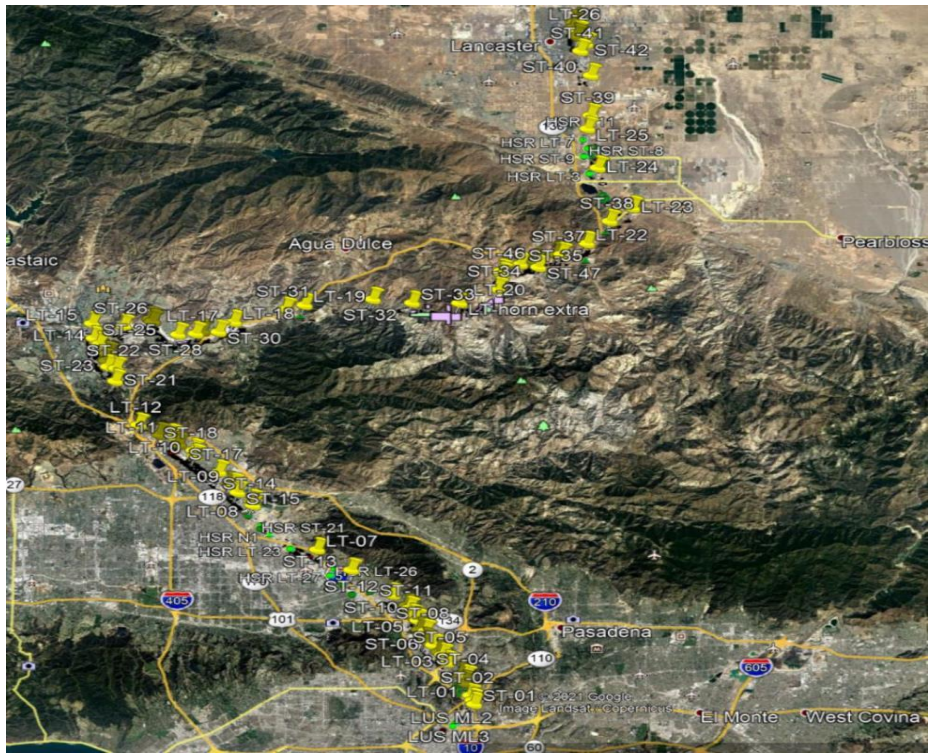
Operational Impacts

> Less-Than-Significant impacts associated with increased train activity.

Mitigation Measures

> Prepare a noise control plan based on applicable local noise limits.

> Prepare a vibration monitoring plan to be included in the noise control plan.



Metro

Transportation and Air Quality/Greenhouse Gases

Construction Impacts

Transportation

> Restrictions on access, lane/road closures, and traffic delays from construction activities.

> Potential for temporary Metrolink service. interruptions and delays.

Operational Impacts

Air Quality/Greenhouse Gases

> Increased Metrolink service would generate NOx emissions that would exceed the SCAQMD regional thresholds, a significant and unavoidable impact.

> Increased commuter rail service would reduce passenger vehicle miles travelled benefitting regional emissions and encouraging transit use.

Mitigation Measures

Transportation

> Prepare construction traffic management plans.

> Potential for temporary Metrolink service interruptions and delays.

> Prepare Metrolink operating and construction service plan.

Air Quality/Greenhouse Gases

> No mitigation available to address locomotive NOx emissions. Metrolink is studying alternative fuel and propulsion technologies with an ultimate goal of zero emission train operations.

Metro

Public Comment Session- DEIR Posting Locations

Draft EIR Locations:

1. Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2. Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
3. Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
4. San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
5. Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
6. Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
7. Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)
9. AVL Project website: *metro.net/avl*



Note – AVL project team confirmed with the libraries that they are open and they can receive documents at these locations.

The DEIR is also on file at Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012).

Metro

Public Hearings – Dates and Times

1. **Public Hearings** are scheduled as follows:

 - **First Meeting**:
 Wednesday, August 18, 2021
 6:00 pm – 7:30 pm

 - **Second Meeting**:
 Saturday, August 21, 2021
 11:00 am – 12:30 pm

2. **Meeting Format:**

 - **Virtual meetings via Zoom and telephone call-in options in Spanish and Armenian.**
 - Presentation files are also posted on Metro AVL website to help ensure easy access to the presentation via Metro website and via the Zoom meeting.

Metro

Public Comment Session

Opportunity for Public Comment during Public Hearings

> During the meeting:

- Verbally via phone (call-in participants)
- Verbally via web/Zoom connection via “Raise Hand” function
- In writing via the Zoom Q&A function
- 2-minute Comment Period per speaker

> Duration of 45-day Comment Period

- **Postal mail:** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Project e-mail:** AVL@metro.net
- **Online Comment Form on Metro AVL project website:** *metro.net/avl*
- **Project Telephone 24-hour Hotline** (verbal): 213.922.4844

Metro

Next Steps After 45-Day Comment Period

> Following the 45-day public review period, Metro will begin preparation of the Final EIR

- Each comment received will be documented in the Final EIR
- Written responses to comments raising significant environmental issues will be provided in the Final EIR.

> The completed Final EIR will go before the Metro Board of Directors prior to approval of the Project.

- All information from the Draft EIR, comments received during public review, and responses to comments will be considered by the Metro Board of Directors prior to approving the Project.

Metro

How to Submit Public Comments

Public Comments

To request to speak:



Zoom App Users: Raise Hand feature

Phone users: Dial *9 to raise your hand

When it is your turn to speak:



Zoom App Users: You will be prompted to unmute your mic

Phone Users: Dial *6 to unmute your mic

Written comments:



Zoom App Users: Use Zoom Q&A function

Zoom/Phone Users Use online form Metro.net/AVL

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Following Today's Meeting

Send public comments via mail, email, phone, or online comment form



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Comments are due by Friday, September 10, 2021, at 11:59pm.

How to Submit Public Comments

Public Comments

To request to speak:

Zoom App Users: Raise Hand feature

Phone users: Dial *9 to raise your hand

When it is your turn to speak:

Zoom App Users: You will be prompted to unmute your mic

Phone Users: Dial *6 to unmute your mic

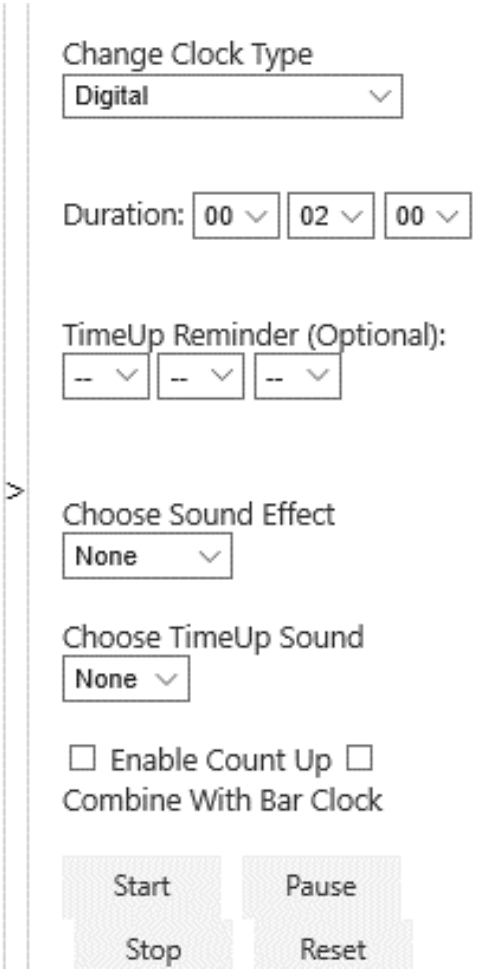
Written comments:

Zoom App Users: Use Zoom Q&A function

Zoom/Phone Users Use online form Metro.net/AVL

Metro

00 : 02 : 00



Two minutes per speaker

Cómo enviar comentarios públicos

Comentarios públicos

Pedir la palabra:



Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano"

Usuarios de teléfono: Marcar *9 para levantar la mano

Cuando sea su turno de hablar:



Usuarios de la aplicación Zoom: Se les pedirá que activen su micrófono

Usuarios de teléfono: Marquen *6 para activar su micrófono

Comentarios por escrito:



Usuarios de la aplicación Zoom: Elijan la función (Q&A) "Preguntas y respuestas" de Zoom

Usuarios de teléfono: Usen el formulario en línea en Metro.net/AVL

Metro

Después de la reunión de hoy

Envíe comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021, a las 11:59 p.m.

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

How to Submit Public Comments

How to submit comments following today's meeting

- **45-day Comment Period from July 28 to September 10, 2021**
- **Send public comments via mail, email, phone, or online comment form**



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

- **Comments are due by Friday, September 10, 2021, at 11:59pm**

Metro



Estamos creando más servicio ferroviario entre Los Angeles y el Valle de Antelope.

PROGRAMA DE MEJORAS DE SERVICIO Y CAPACIDAD DEL VALLE DE ANTELOPE

Metro

Acceso a la interpretación en español y armenio

Interpretación en español y armenio

> Por Zoom

- Haga clic en el icono “Interpretation"
- Elija el idioma que desee escuchar (español o armenio)
- Las presentaciones traducidas al español y armenio se han publicado en el chat

Interpretación en español

> Vía Zoom

- Haga clic en el icono: “Interpretation"
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el chat.



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Gestión

La audiencia pública de hoy se está grabando.



Las cámaras de los asistentes están apagadas y los micrófonos están en silencio



Las preguntas pueden enviarse utilizando la función de preguntas y respuestas



Tras la presentación, comenzarán los comentarios públicos de forma oral. Utilice el ícono “Raise Hand".



Para obtener asistencia técnica, llame al 909.310.2788

Metro

Presentadores de hoy



Brian Balderrama

Vicedirector ejecutivo

Tren regional de Metro



Eric Banghart

Director titular de proyectos

Mott MacDonald



Peter Feldman

Planificador ambiental sénior

Terry A. Hayes Associates



Danielle Valentino

Gerente de relaciones comunitarias

Relaciones con la comunidad de Metro

Objetivo de la reunión

> Descripción general del El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line
> Explicación del proceso ambiental y de los hallazgos del estudio ambiental
> Recepción de los comentarios públicos

Orden del día

> Descripción general del proyecto
- Mejoras del servicio
- Contexto ambiental
- Participación de las partes interesadas
- Beneficios del proyecto
- Financiación
- Elementos del proyecto propuesto
- Cronograma

> Impactos del proyecto identificados en el estudio ambiental
- Estética
- Recursos biológicos e hídricos
- Recursos culturales, culturales y tribales, y paleontológicos
- Peligros, materiales peligrosos, geología y suelos
- Ruido y vibración
- Transporte y calidad del aire

> Sesión de comentarios públicos

Metro

Descripción general del proyecto

Se apunta a la habilitación del servicio ferroviario de pasajeros bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Carita Valley y del servicio bidireccional de 60 minutos entre LAUS y Lancaster Station, incluidas las mejoras necesarias en infraestructura para prestar más servicios ferroviarios. Estos servicios son los siguientes:

> Extensión del carril de doble vía en Balboa

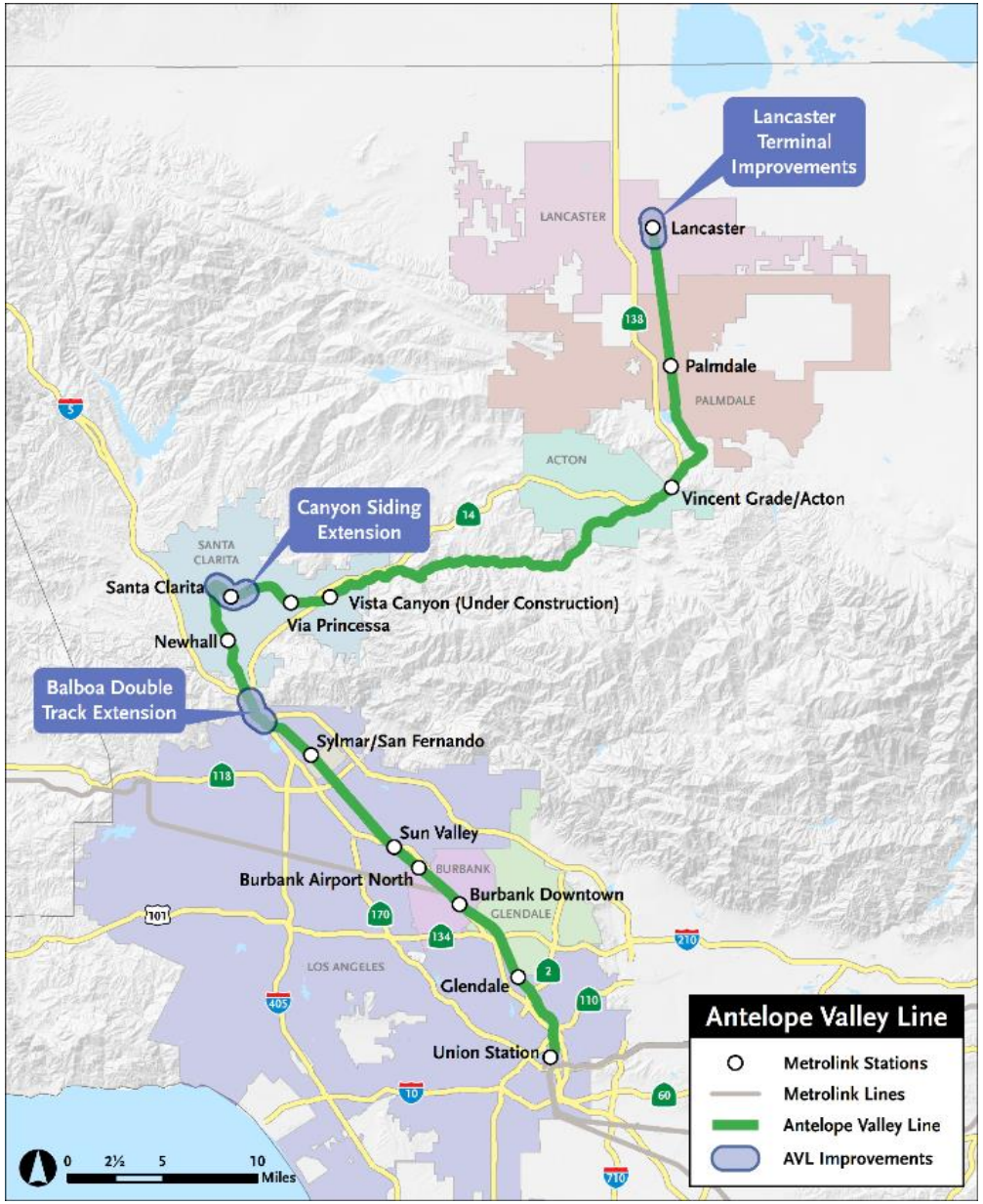
> Extensión del apartadero en Canyon

> Mejoras en Lancaster Terminal

➢ **Extensión del carril de doble vía en Brighton-McGinley**

(*en proceso de limpieza mediante un proceso ambiental por separado)*

Metro



Contexto ambiental

El Proyecto de AVL se encuentra eximido por estatuto de la Ley de Calidad Ambiental de California (CEQA) conforme a la sección 21080 (b)(10) del Código de Recursos Públicos de California según lo dispuesto a continuación:

a) *Un proyecto para la instauración o el aumento de los servicios de pasajeros o de viajeros en los derechos de paso de las autopistas o de las vías que **ya estén en funcionamiento**, incluida la modernización de las estaciones existentes y de las instalaciones de los estacionamientos.*

Sin embargo, a los efectos de subsanar los problemas relativos a los impactos ambientales (por ejemplo, el ruido o el tráfico) junto con AVL:

***Metro, con el apoyo de la Coalición de Transportes del Norte del Condado de Los Ángeles (NCTC), ha decidido elaborar un estudio del Informe de impacto ambiental (EIR) a fin de subsanar plenamente** los problemas de las partes interesadas o a la comunidad relativos a duplicar la cantidad de trenes en AVL.*

Además, en el estudio del EIR, se consideran los impactos acumulativos de otros proyectos de capital que se relacionan con AVL:

*Tales como los siguientes: **Link Union Station (LINK US), Corredor de East San Fernando Valley, la fase 1 del Organismo de Trenes de Gran Velocidad de California, la fase 1B del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE) de Metrolink**, etc.*

Metro

Participación de las partes interesadas

Durante el período de desarrollo del proyecto, se destacan las siguientes partes interesadas que se han visto particularmente involucradas*:

> La Coalición de Transportes del Norte de Los Ángeles, autoridad de poderes conjuntos (JPA)

> La oficina de la supervisora Kathryn Barger del condado de Los Ángeles (distrito 5)

> Las oficinas del alcalde Eric Garcetti de la ciudad de Los Ángeles y de la presidenta del Consejo de la Ciudad de Los Ángeles Nury Martinez (distrito 6)

> Las ciudades de Santa Clarita, Lancaster, Palmdale, Burbank y Glendale, y el Consejo Municipal de Acton

> El Organismo de Trenes Regionales del Sur de California (SCRRA)/Metrolink, la autoridad Ferroviaria de Alta Velocidad de California y la Union Pacific Railroad (UPRR)

> Obras Públicas del condado de Los Ángeles, la Comisión de Servicios Públicos de California (CPUC) y el distrito 7 del Departamento de Transporte de California (Caltrans)

> Departamento de Pesca y Vida Silvestre de California, y la Cámara de Comercio Hispánica Regional

> Save Our Rural Town, Go Glendale, Burbank's Transportation Management Organization (BTMO) y AV EDGE

> Southern California Transit Advocates and Regenerative Community

> La Asociación de Pasajeros de Tren de California (Rail PAC), la Coalición de Ciclistas de Santa Clarita Valley y la Coalición de Entrada al Estado Dorado

> Negocios locales, residentes y tribus

**La presente lista no es exhaustiva.*

Beneficios del proyecto

> Mejorar la capacidad de Antelope Valley Line para hacerle frente a las predicciones del gran aumento demográfico y laboral durante los próximos 20 años.

> Mejorar la confianza y la eficiencia del servicio de pasajeros en el corredor ferroviario de AVL.

> Implementar las mejoras a la infraestructura de apoyo que sean necesarias para aumentar la flexibilidad operacional y la confianza en el corredor de AVL.



Metro

Financiación

Financiación del programa:

1. **Octubre de 2019** : **La Junta de la Coalición de Transportes del Condado de Los Ángeles asignó** una suma de hasta $113,800,000 proveniente de los fondos subregionales de la Medida M para iniciar el programa.

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **Abril de 2020:** la Agencia de Transportes del Estado de California (CalSTA) concedió la suma de $107,050,000 de fondos de subvención del Programa de Capitales para el Tránsito y el Tren Interurbano (TIRCP)



Metro se asocia con Metrolink para esta solicitud de fondos a fin de prestar un servicio ferroviario de viajeros más rápido y frecuente desde Los Ángeles a Lancaster mientras se disminuyen las emisiones de partículas y de gases de efecto invernadero.

Metro

Elementos del proyecto propuesto

> Extensión del carril de doble vía en Balboa

> Extensión del apartadero en Canyon

> Mejoras a Lancaster Terminal

Metro

Elementos del proyecto propuesto: extensión del carril de doble vía en Balboa

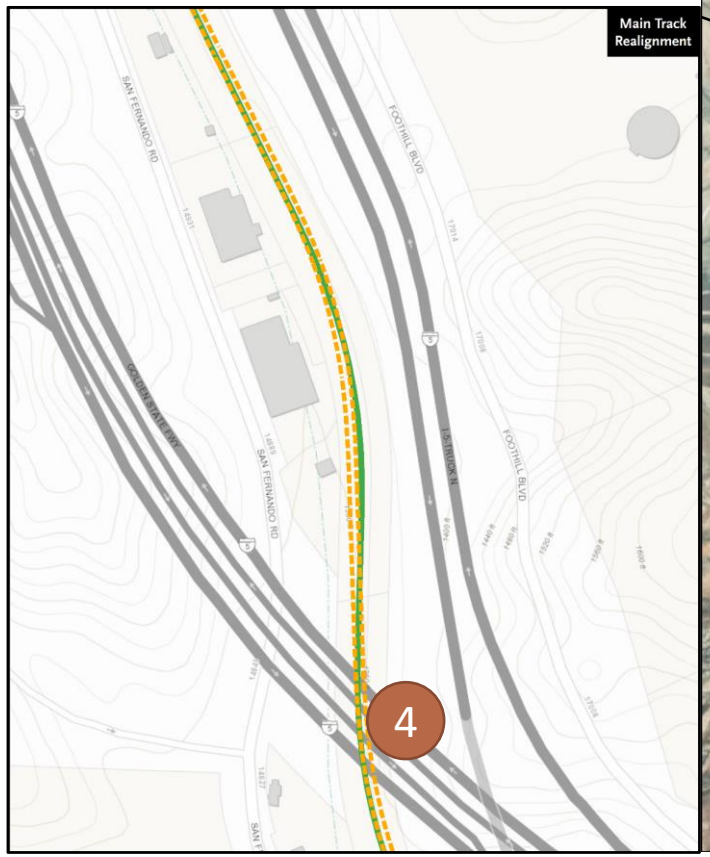
Descripción del alcance del trabajo:

> La extensión de, aproximadamente, 6,300 pies de las vías ferroviarias dobles al norte de Sierra Highway.

> El derecho de paso del ferrocarril (ROW) existente daría cabida a casi toda la extensión.

> Es posible que se requiera la intrusión por parte de Caltrans al sur de Sierra Highway para realinear una espuela de ferrocarril existente.

> Se requiere la protección de las columnas del puente para las columnas I-5 existentes.





Metro

Elementos del proyecto propuesto: extensión del apartadero en Canyon

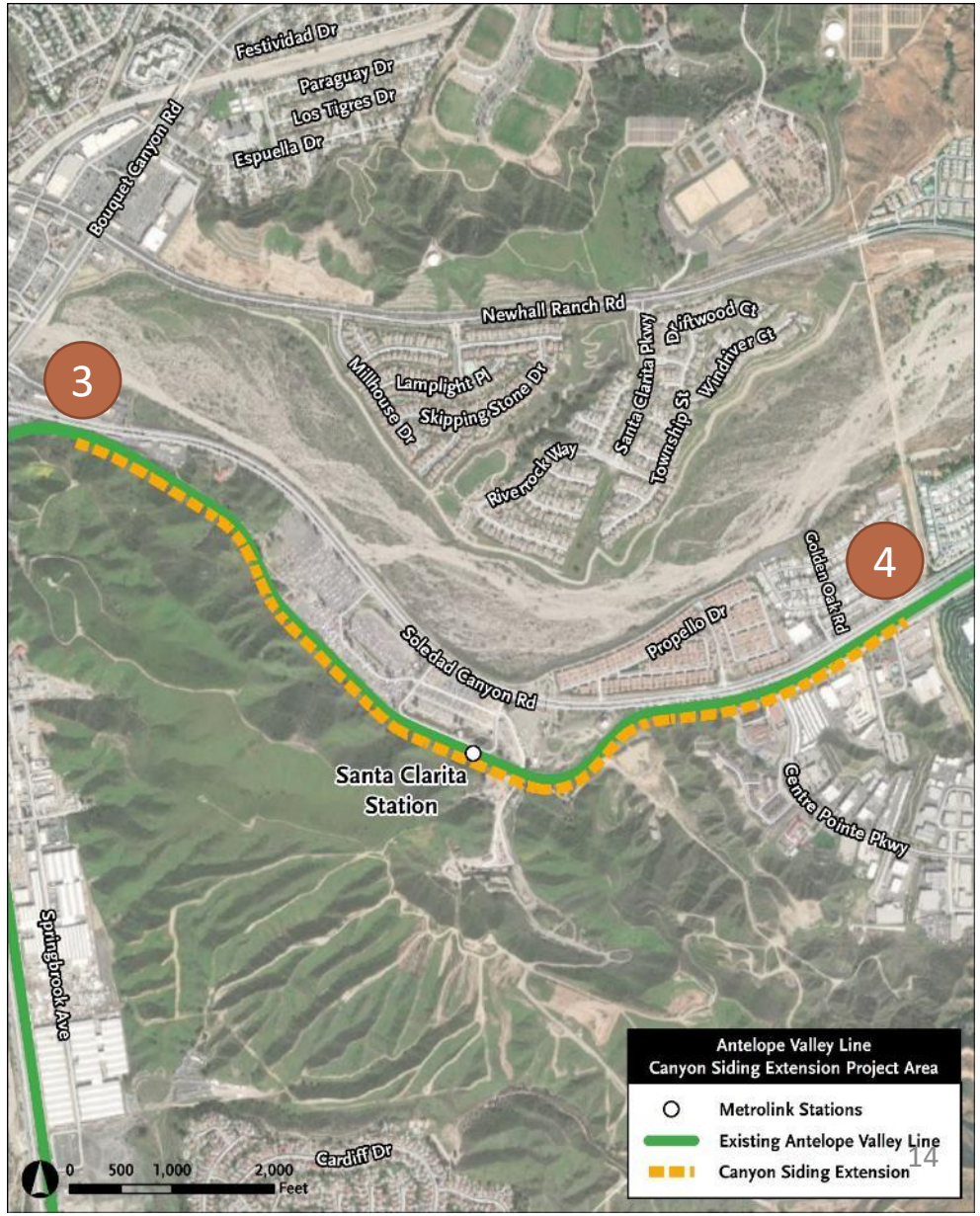
Descripción del alcance del trabajo

> La extensión de, aproximadamente, 8,400 pies del apartadero existente de Saugus a 500 pies al este de Golden Oak Road.

> El derecho de paso del ferrocarril (ROW) existente daría cabida a una vía adicional a lo largo de la extensión.

> La conversión de los desvíos de CP existentes a vías de cruce para mejorar la flexibilidad operacional.

> Para Golden Oak Road, se requeriría la instalación de nuevas señales de tráfico, nuevos marcados a lo largo de la intersección, ajustes de aceras a fin de implementar mejoras de seguridad para los peatones y las bicicletas, la instalación de nuevas puertas de cruce y marcas de cruce peatonales de alta visibilidad.



Metro

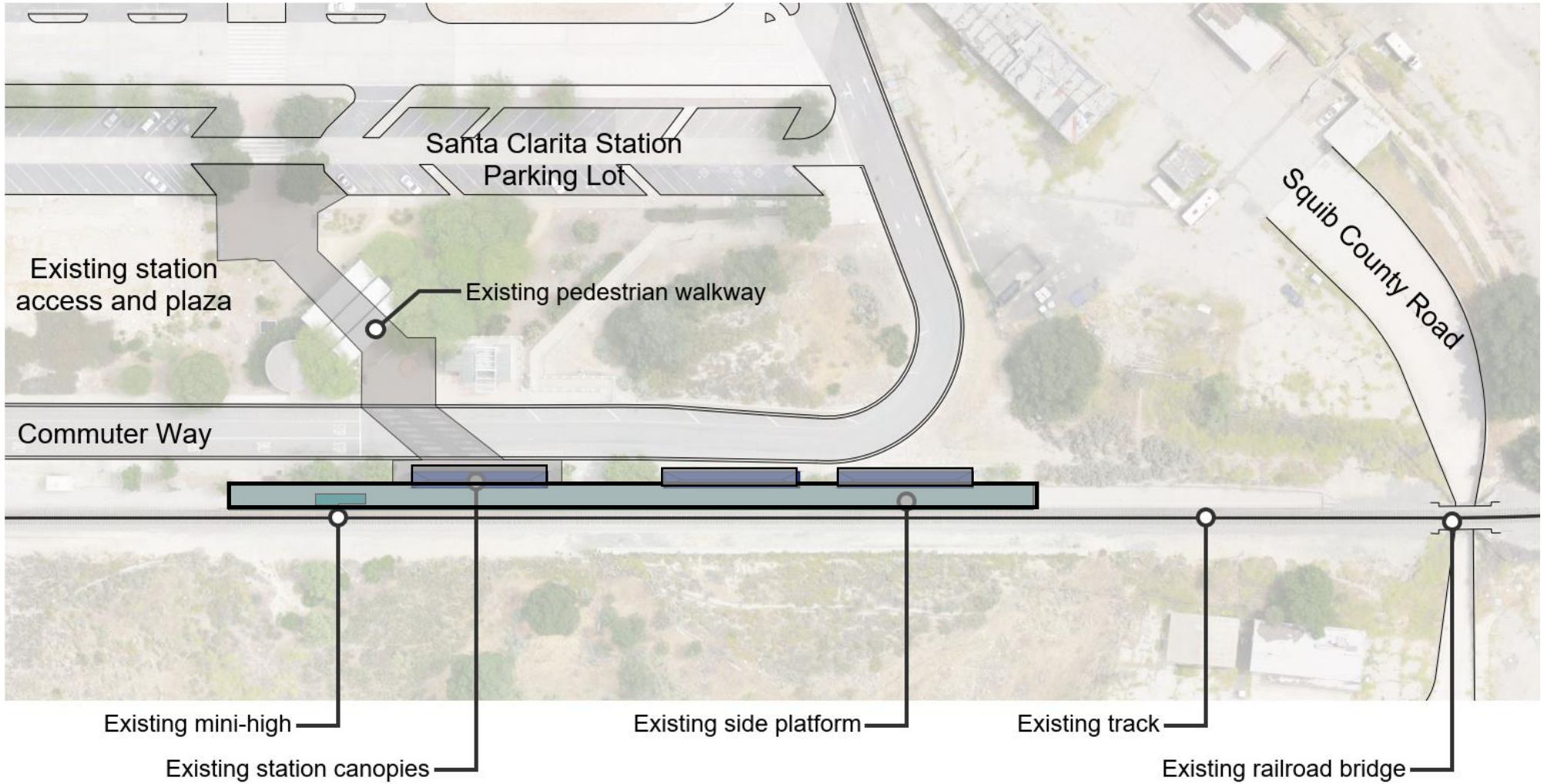
Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Condición existente

> Plataforma de 1 x 500 pies de largo y una vía ferroviaria

> Estacionamiento, parada de autobús y estaciones de boletos de un nivel menor

> Espacios de estacionamiento, parada de autobús y entrega de autos y taxis de un nivel mayor según la Ley de Estadounidenses con Discapacidades (ADA)



Metro

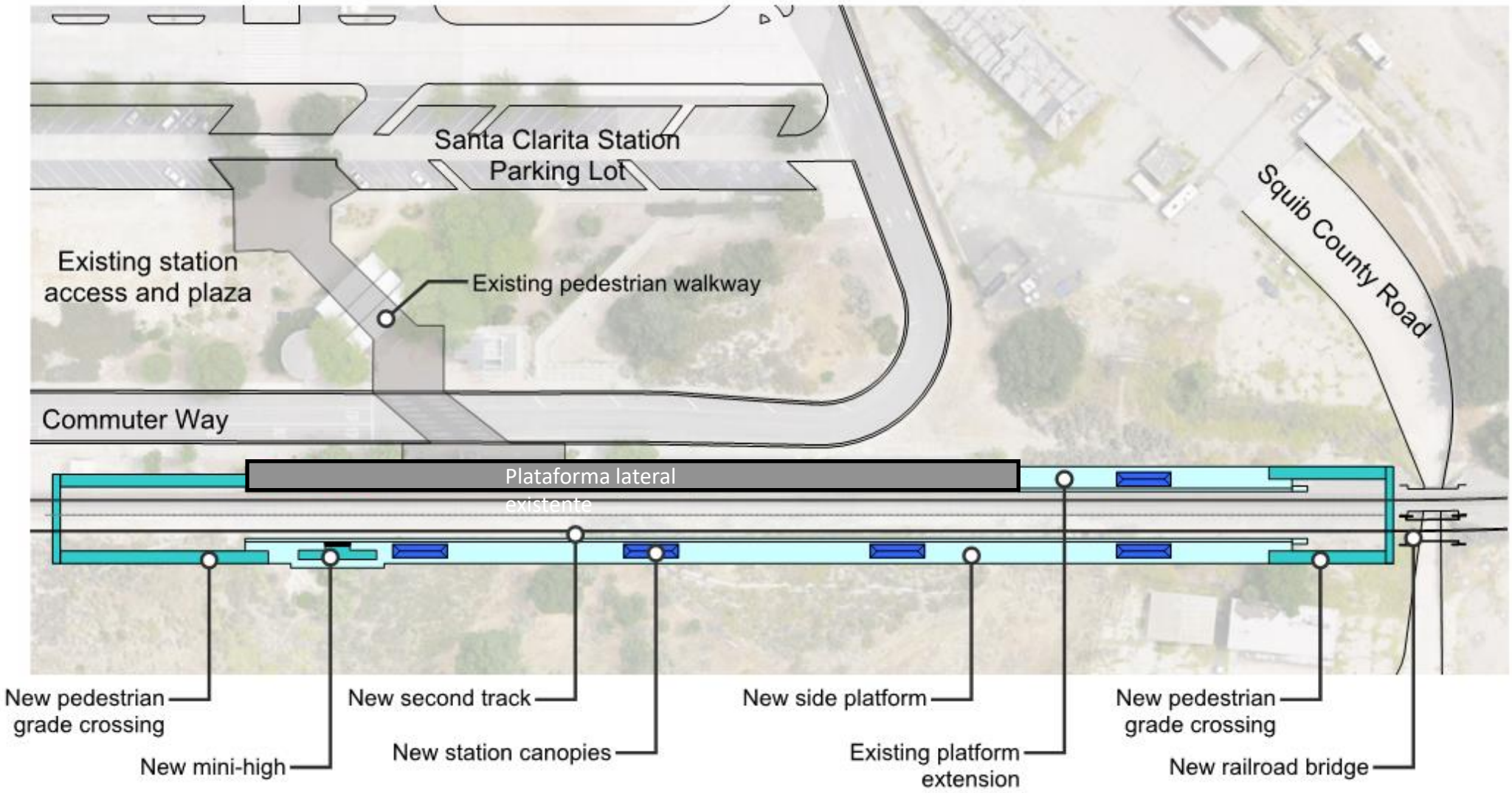
Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Diseño de base

> Adición de una segunda plataforma lateral

> Extensión de la plataforma existente

> Adición de cruces peatonales a nivel



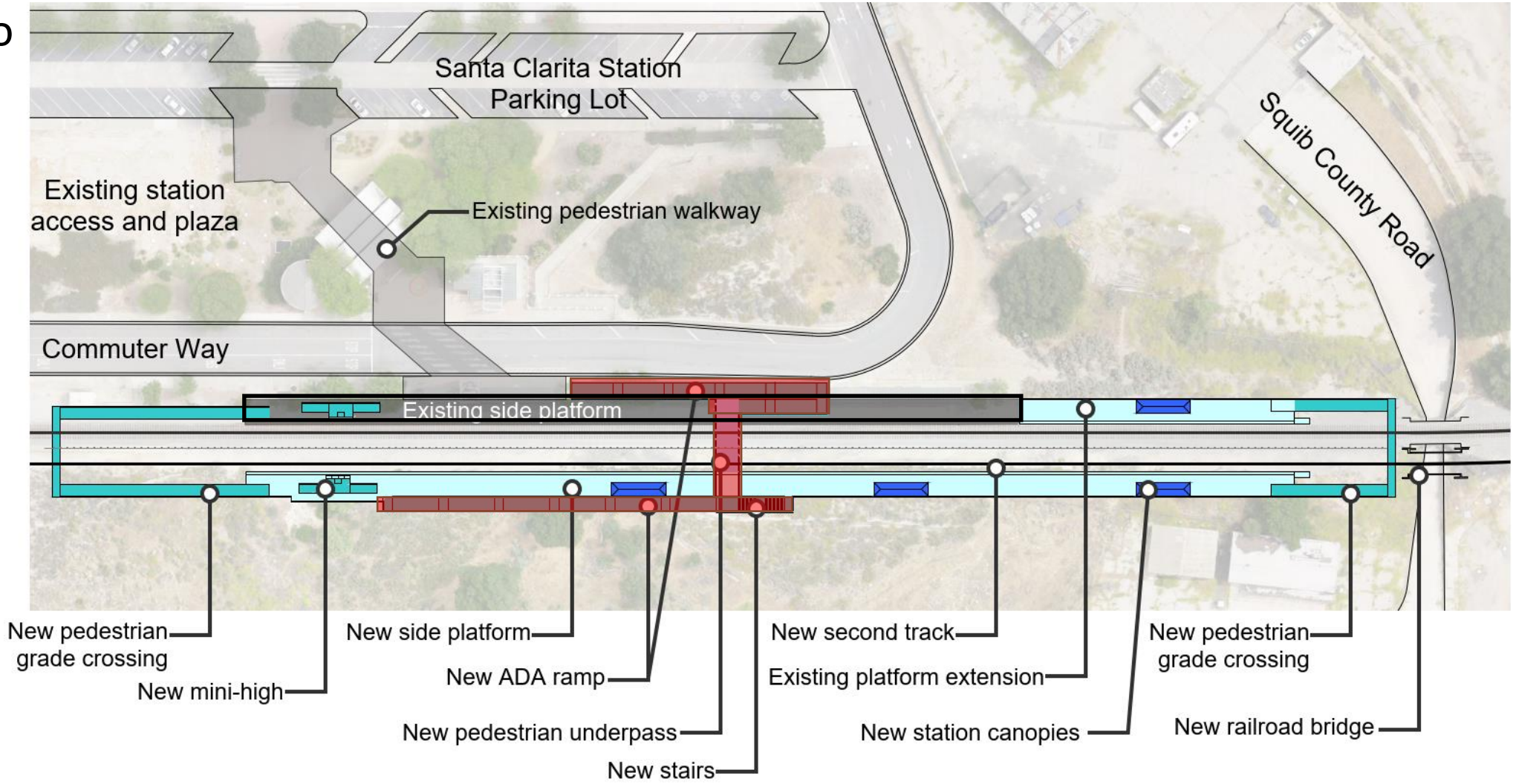
Metro

Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Opción de diseño nº. 1

> Adición de una segunda plataforma lateral

> Nuevo paso subterráneo y peatonal

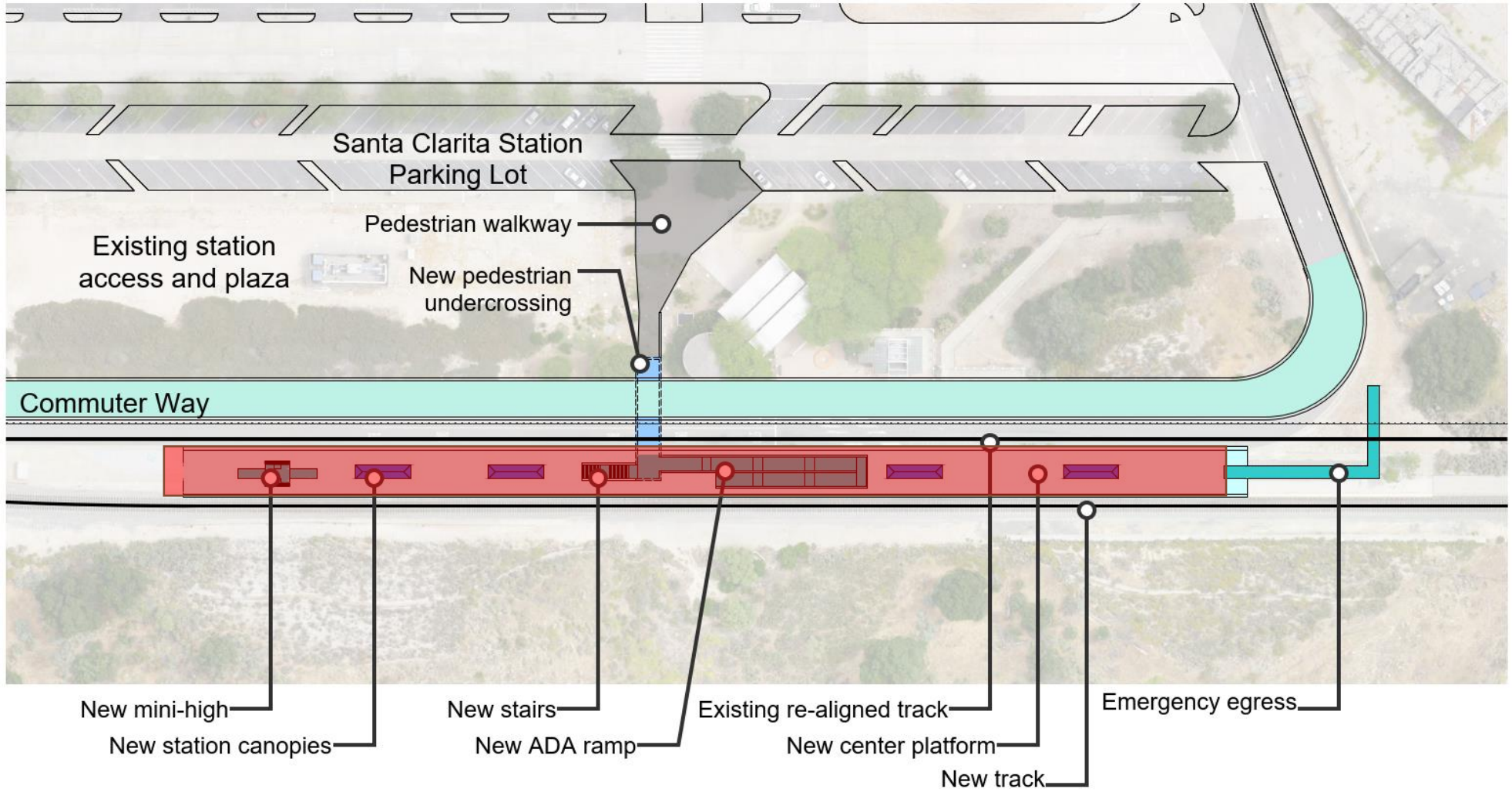


Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Opción de diseño nº. 2

> Sustitución de la plataforma existente con la plataforma central

> Nuevo paso subterráneo y peatonal



Metro

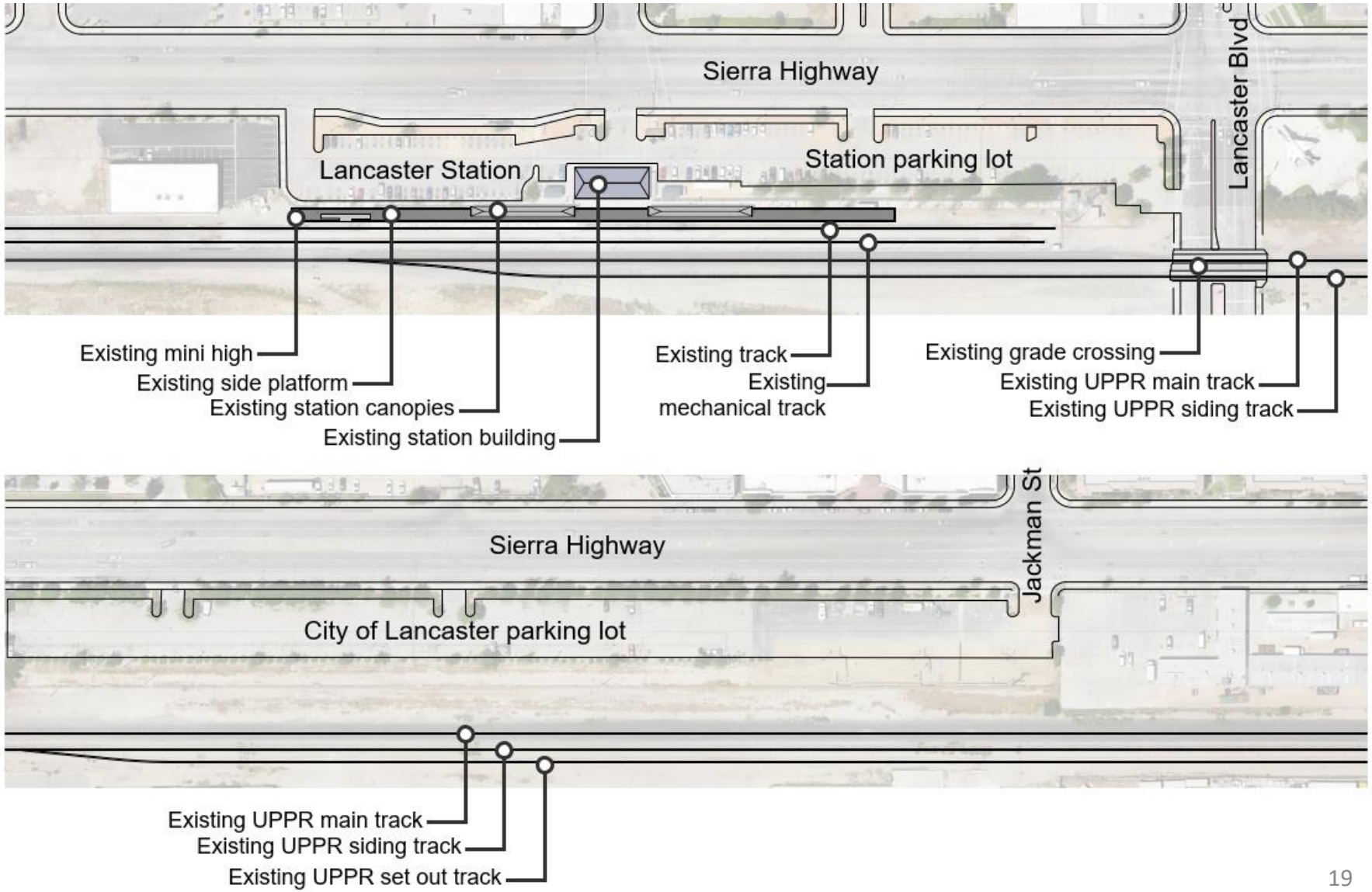
Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Condiciones existentes

> Plataforma de 1 x 680 pies de largo

> 2 x vías operacionales de Metrolink

> Almacenamiento nocturno para un máximo de 8 trenes de Metrolink al sur de la estación



Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

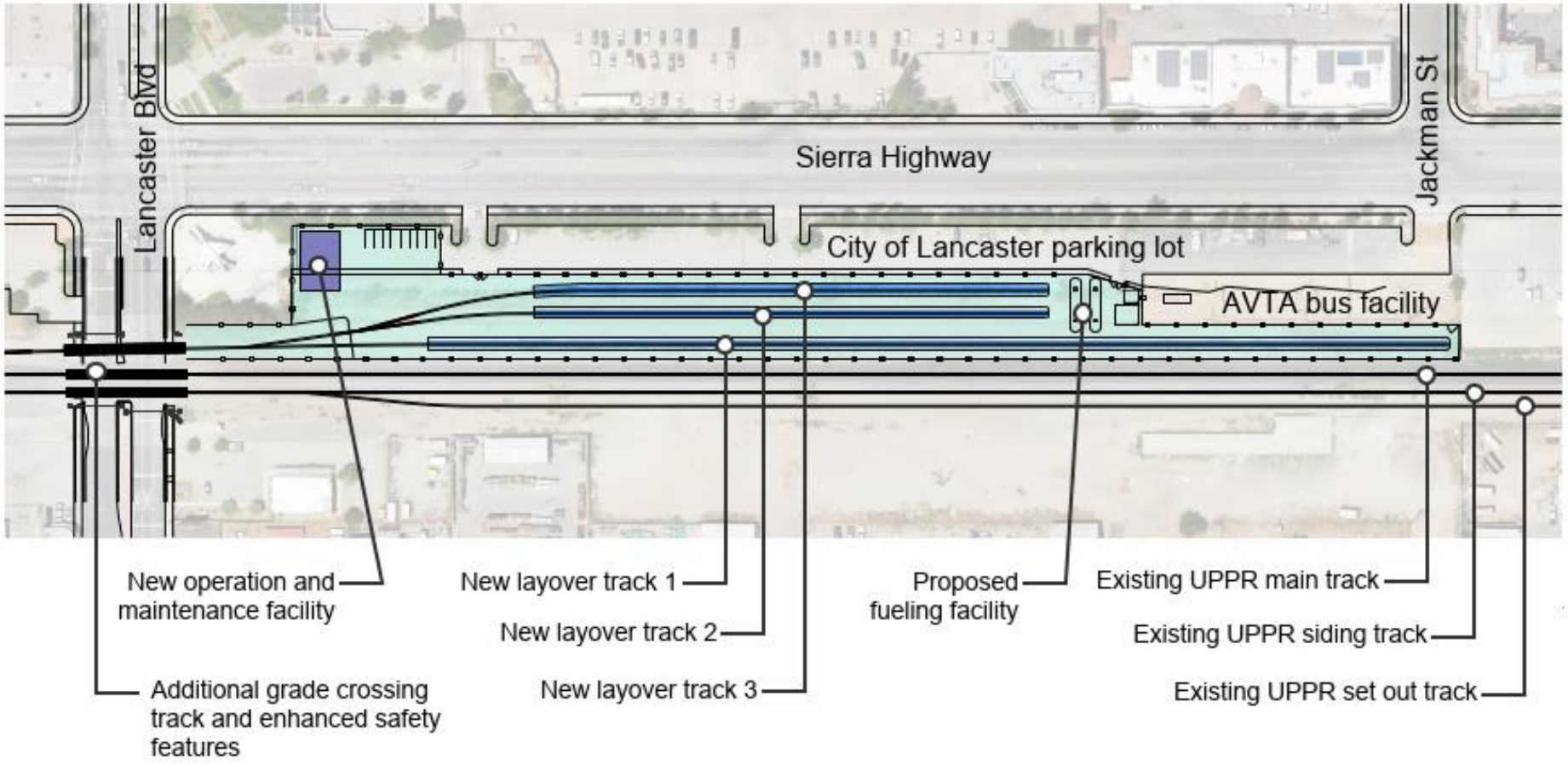
Diseño de base

> Expansión de las instalaciones de escalas existentes agregando vías de almacenamiento de 1 x 1000 pies y de 2 x 500 pies

> Suministro de combustible para los trenes

> Suministro de las instalaciones para el personal del operador

> Mejores a la seguridad en el cruce a nivel de Lancaster Boulevard



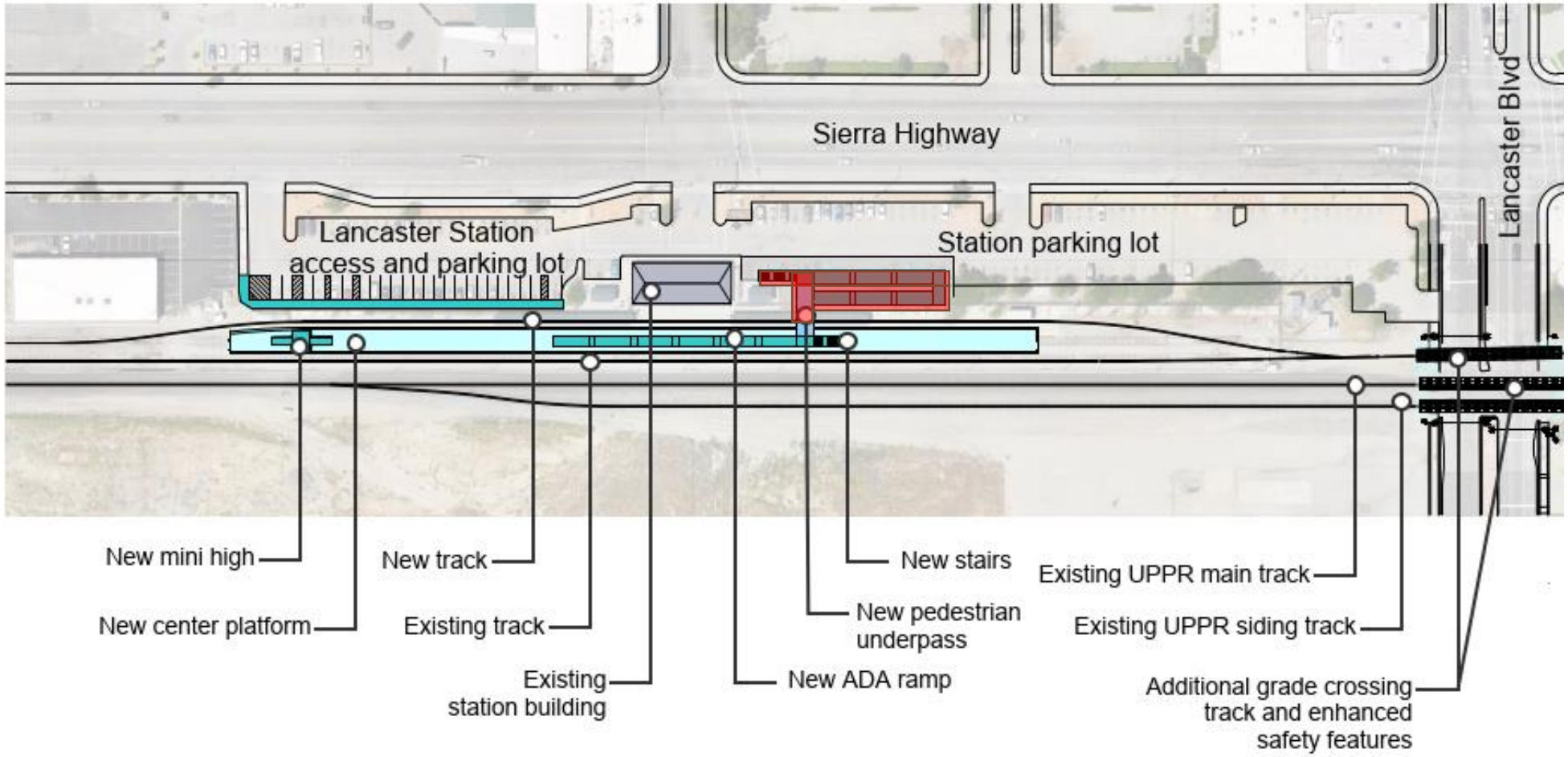
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 1

> Sustitución de la plataforma existente con la plataforma central

> Nuevo paso subterráneo y peatonal



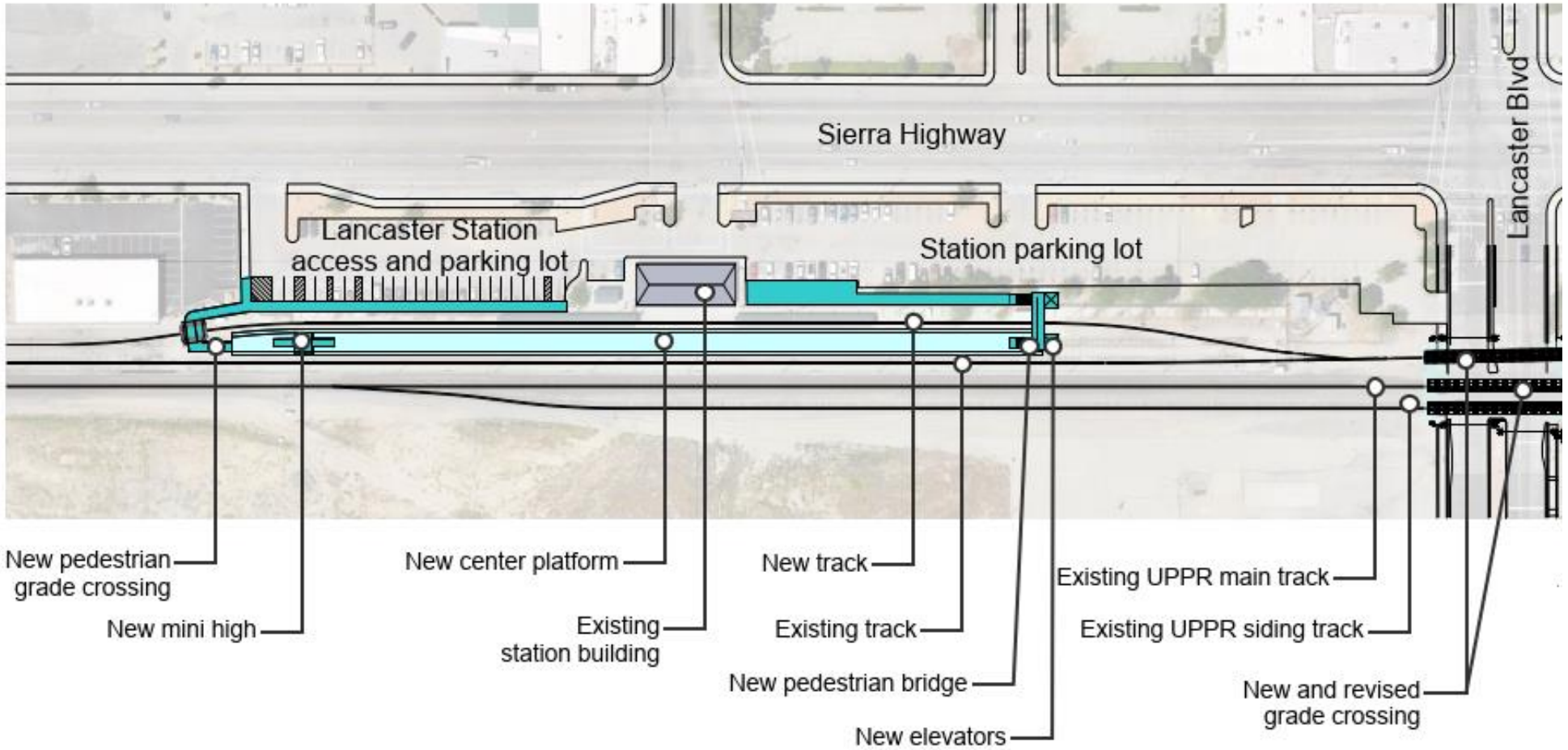
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 2

> Sustitución de la plataforma existente con la plataforma central

> Puente peatonal nuevo



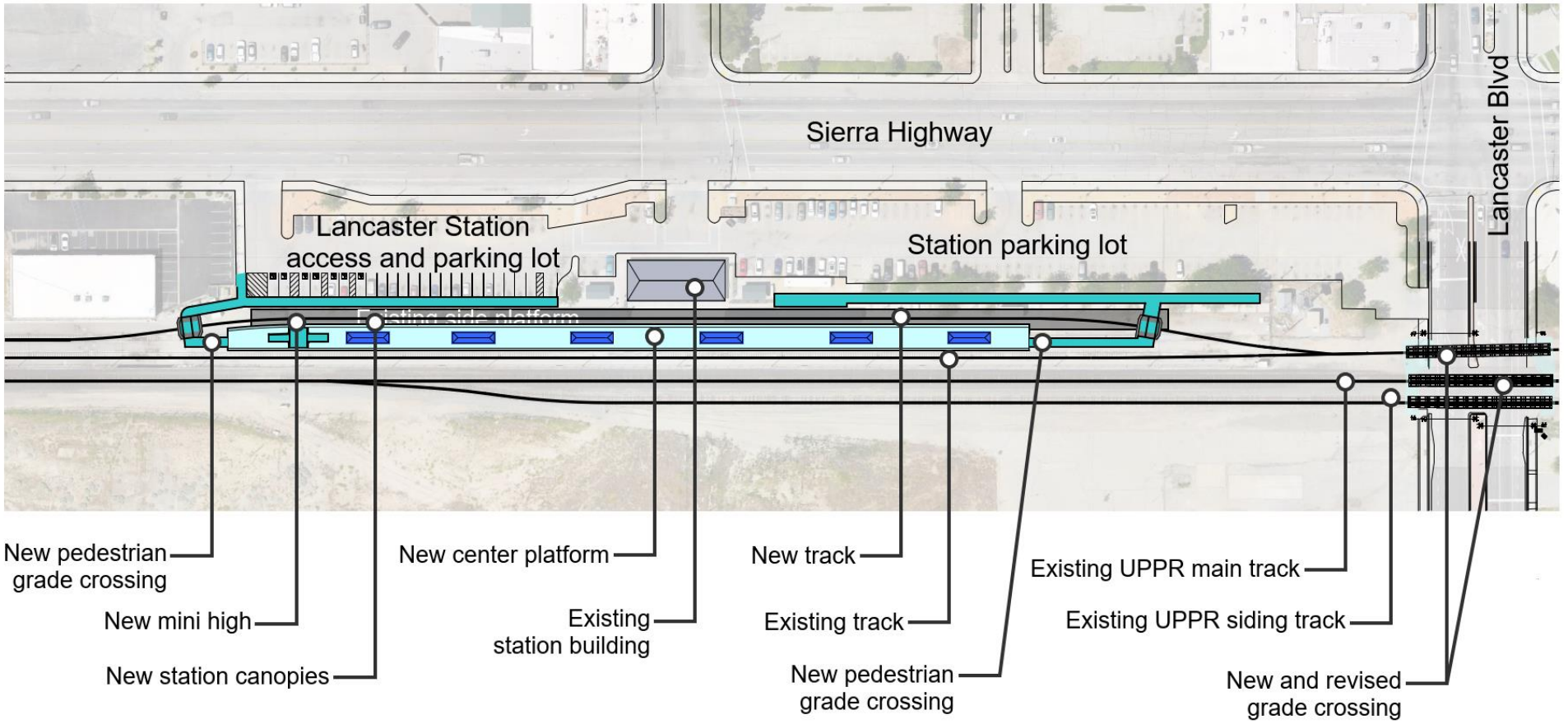
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 3

> Sustitución de la plataforma existente con la plataforma central

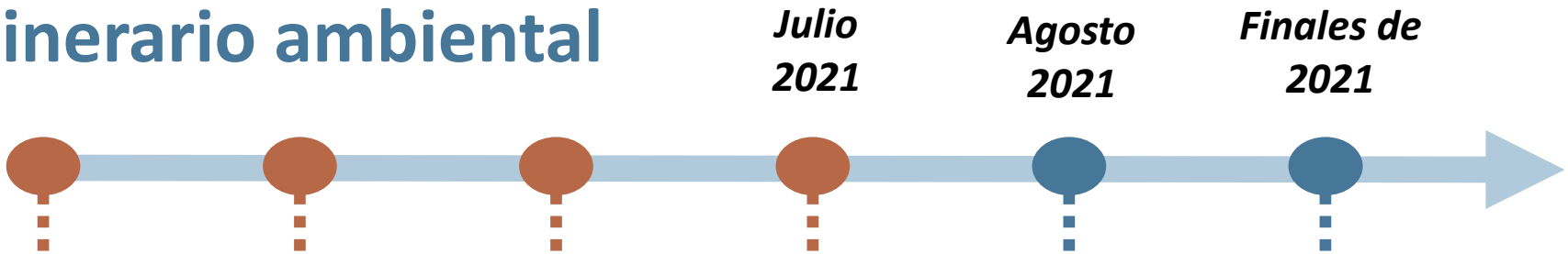
> Nuevos cruces peatonales a nivel en cada extremo de la plataforma



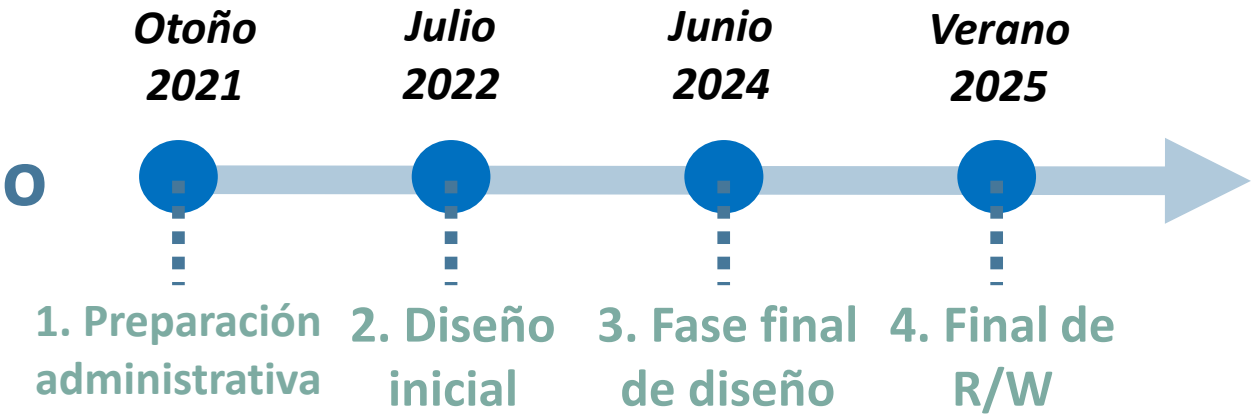
Metro

Cronograma

Itinerario ambiental



Itinerario de diseño



Itinerario de construcción

Inicio de la construcción: **diciembre de 2024**

Metro

Impactos del proyecto identificados en el estudio ambiental



Metro

Estética

Impactos de la construcción

> El equipo y la preparación de la construcción alterarían las vistas de la ladera sin explotar a lo largo de la obra de la extensión del apartadero en Canyon.

> La posible construcción nocturna aumentaría la luz o el resplandor nocturnos, lo que repercutiría en la visibilidad provisoriamente y provocaría un traspaso de luz en los usos de los terrenos adyacentes.

Impactos operativos

> La alteración permanente de la ladera a lo largo de la obra de la extensión del apartadero en Canyon puede alterar las vistas y tener un impacto en las vistas panorámicas para los residentes que se encuentran al norte.

Medidas de mitigación

> Análisis de la obra de construcción de la extensión del apartadero en Canyon.

> Exigir que la iluminación nocturna de la construcción se analice y se disponga hacia la obra de construcción.

> Plantar vegetación a lo largo de las pendientes que se vean alteradas permanentemente debido al proyecto.



Vista del corredor de AVL en Santa Clarita

Metro

Recursos biológicos e hídricos

Impactos de la construcción

Recursos biológicos

> Desbroce en la obra, eliminación de la vegetación y otras actividades de construcción dentro de las áreas sin explotar que proporcionen el hábitat para la vida silvestre.

> Las actividades de construcción podrían afectar diversas especies de vida silvestre y plantas, sobre todo, en las obras de la extensión del carril de doble vía en Balboa y de la extensión del apartadero en Canyon, y en las zonas circundantes a estas.

Hidrología y calidad del agua

> El agua que sale de las obras de construcción puede contener contaminantes que pueden afectar la calidad del agua de los ríos corriente abajo.

> El riesgo de que haya aguas subterráneas contaminadas.

Impactos operativos

> Aguas residuales que se generen a partir de las actividades relativas al lavado en la instalación de escalas propuesta en Lancaster.

Medidas de mitigación

Recursos biológicos

> Exigir encuestas previas a la construcción de especies silvestres y sensibles.

> Exigir un monitoreo biológico durante la construcción.

> Sustituir y evitar de la vegetación.

Hidrología y calidad del agua

> Exigir el cumplimiento de los permisos de descarga de las aguas pluviales, incluida la preparación de planes de prevención de la contaminación por las aguas pluviales.

> Exigir el cumplimiento de los permisos de desagüe.

> Exigir el cumplimiento del permiso de descarga de las aguas pluviales para las actividades industriales.

Metro

Recursos culturales, culturales y tribales, y paleontológicos

Impactos de la construcción

Recursos culturales, y culturales y tribales

> El corredor de AVL ha sido identificado como Recurso cultural y tribal por la Nación Kizh de la Banda gabrieleña de los indios de la misión y dentro del territorio ancestral y tradicional de la Banda de los indios misioneros Fernandeño Tataviam.

> A través de las actividades de perturbación del suelo durante la construcción, es posible que se encuentren recursos culturales y tribales, y arqueológicos que no se hayan descubierto o documentado.

Recursos paleontológicos

> Mediante las actividades de perturbación del suelo durante la construcción, también pueden descubrirse recursos fósiles o geológicos únicos.

Impactos operativos

> Sin impactos operativos.

Medidas de mitigación

Recursos culturales, y culturales y tribales

> Elaborar un programa de monitoreo arqueológico que comprenda el monitoreo de los nativos americanos en coordinación con las tribus consultoras.

> Diseñar un plan de monitoreo de recursos culturales para abordar los procedimientos requeridos si se descubren accidentalmente recursos culturales o culturales y tribales.

Recursos paleontológicos

> Exigir un monitoreo paleontológico de tiempo completo en las áreas donde las condiciones geológicas indiquen una alta probabilidad de que haya recursos paleontológicos.

> Elaborar un programa de mitigación de los recursos paleontológicos.

Metro

Peligros, materiales peligrosos, geología y suelos

Impactos de la construcción

Peligros y materiales peligrosos

> Posible liberación accidental de materiales o de desechos peligrosos.

> El riesgo de que haya aguas subterráneas o suelos contaminados.

> La obra de la extensión del apartadero en Canyon ubicado en una parte de la obra de Whittaker-Bermite que figura en la lista de Cortese de los sitios de desechos peligrosos.

> La obra de la extensión del carril doble vía en Balboa ubicado en la zona de metano de la ciudad de Los Ángeles.

Geología y suelos

> Las actividades de nivelación y estabilización de pendientes podrían presentar peligros sísmicos.

Impactos operativos

> Todos los impactos operativos serían menos que significantes

Medidas de mitigación

Peligros y materiales peligrosos

> Crear el Plan para la Gestión de los Materiales Peligrosos.

> Diseñar planes para la gestión de los suelos y de las aguas subterráneas.

> Realizar las evaluaciones ambientales de las obras de fase I y fase II.

> Cumplir con las reglamentaciones relativas al metano del Código de Construcción de la ciudad de Los Ángeles.

Geología y suelos

> Elaborar un informe de diseño geotécnico.

Metro

Ruido y vibración

Impactos de la construcción

> Las actividades de construcción superarían los límites de ruido aplicables en los receptores residenciales y comerciales sensibles.

- El límite de ruido de la extensión del carril doble vía en Balboa (ciudad de Los Ángeles) es de 78 decibeles.
- Los límites de ruido de la extensión del apartadero en Canyon (ciudad de Santa Clarita) son de 75 decibeles para los usos residenciales y de 85 decibeles para los usos comerciales sensibles.
- Los límites de ruido para las mejoras en Lancaster Terminal (ciudad de Lancaster) son de 75 decibeles para los usos residenciales y de 85 decibeles para los usos comerciales sensibles.

> Las actividades de construcción superarían los umbrales de molestias por vibraciones (0.2 pulgadas por segundo) en los receptores residenciales situados cerca de las obras de mejora del capital.

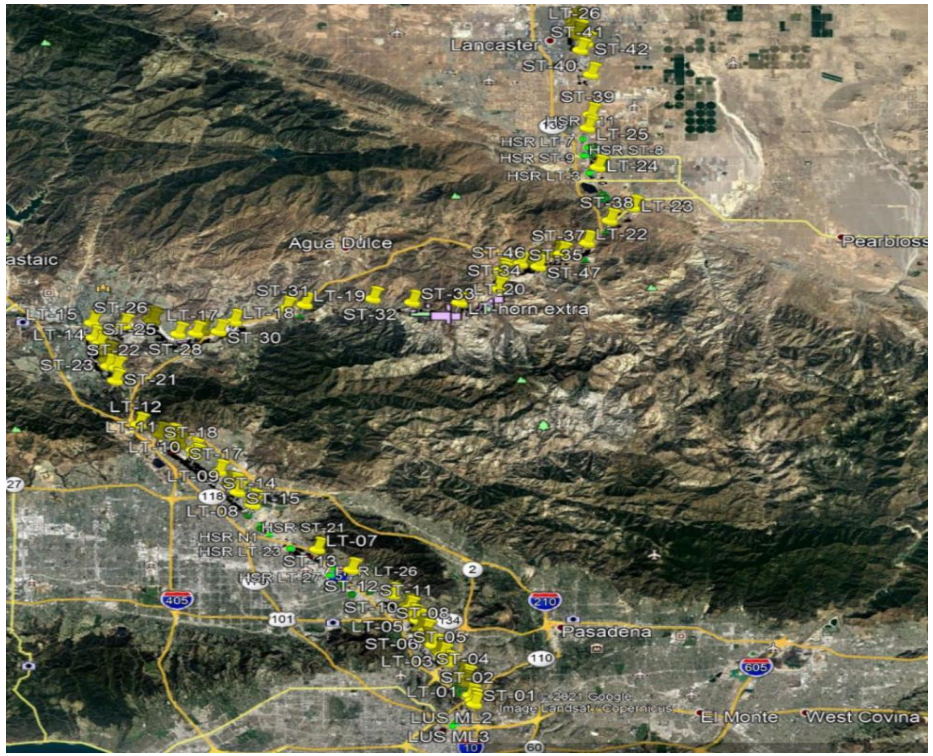
Impactos operativos

> Impactos menos que significantes vinculados con el aumento de la actividad ferroviaria.

Medidas de mitigación

> Preparar un plan de control de ruidos según los límites de ruido locales y aplicables.

> Elaborar un plan de monitoreo de vibraciones que se agregue al plan de control de ruidos.



Metro

Transporte y calidad del aire / Gases de efecto invernadero

Impactos de la construcción

Transporte

> Restricciones en el acceso, cierres de carriles y de carreteras, y demoras en el tráfico a causa de las actividades de construcción.

> El riesgo de que se produzcan interrupciones y demoras en el servicio provisorio de Metrolink.

Impactos operativos

Calidad del aire / Gases de efecto invernadero

> Un aumento del servicio de Metrolink generaría emisiones de óxidos de nitrógeno (NOx) que superarían los umbrales regionales conforme al Distrito para la Administración de la Calidad del Aire de la Costa Sur (SCAQMD). Esto tendría un impacto significativo e inevitable.

> Un aumento del servicio ferroviario de viajeros disminuiría las millas que se recorran en los vehículos de pasajeros. Esto podría beneficiar las emisiones regionales y fomentar el uso del tránsito.

Medidas de mitigación

Transporte

> Preparar planes de gestión del tráfico de construcción.

> La posibilidad de que se produzcan interrupciones y demoras provisorias en el servicio de Metrolink.

> Elaborar el plan de servicio de construcción y de operación de Metrolink.

Calidad del aire / Gases de efecto invernadero

> No hay mitigación disponible para solucionar el tema de las emisiones de NOx de las locomotoras. Actualmente, Metrolink investiga tecnologías de propulsión y de combustibles alternativos con el objetivo final de que se realicen operaciones ferroviarias con cero emisiones.

Metro

Sesión de comentarios públicos
Lugares de publicación del DEIR

Lugares donde se encuentra el borrador del EIR:

1. Biblioteca Pública de Los Ángeles, sucursal Los Feliz (1874 Hillhurst Ave, LA, CA 90027)
2. Biblioteca Central de Glendale Central (222 E Harvard St, Glendale, CA 91205)
3. Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
4. Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
5. Biblioteca del Casco Antiguo de Newhall (24500 Main St, Santa Clarita, CA 91321)
6. Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
7. Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534)
9. Sitio web del Proyecto de AVL: *metro.net/avl*



Observación: el equipo del Proyecto de AVL confirmó, mediante las bibliotecas, que estas están abiertas y que reciben documentos en los lugares antes mencionados.

Además, el DEIR se encuentra en los registros de la sede central de Metro (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012).

Metro

Audiencias públicas: horas y fechas

1. **Las audiencias públicas** están programadas del siguiente modo:

 - **Primera reunión**:
 Miércoles, 18 de agosto de 2021
 De 06:00 p. m. a 07:30 p. m.

 - **Segunda reunión**:
 Sábado, 21 de agosto de 2021
 De 11:00 a. m a 12:30 p. m.

2. **Formato de las reuniones:**

 - **Reuniones virtuales por Zoom y opciones para llamar por teléfono en español y armenio**
 - Los archivos de presentación se publicarán en el sitio web de Metro AVL para garantizar un fácil acceso a la presentación a través del sitio web de Metro y de la reunión por Zoom.

Sesión de comentarios públicos

Momentos para los comentarios públicos durante las audiencias públicas

> Durante la reunión:

- Oralmente por teléfono (para los participantes que llamen)
- Oralmente por la web o Zoom mediante la función “Raise Hand"
- Por escrito mediante la función “Question and Answer" de Zoom
- Un período de comentarios de 2 minutos por presentador

> Duración del período de comentarios de 45 días

- **Correo postal:** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Correo electrónico del proyecto:** AVL@metro.net
- **Formulario en línea para comentarios en el sitio web del Proyecto de AVL de Metro:** *metro.net/avl*
- **Línea telefónica directa de 24 horas del proyecto**(oral): (213) 922 4844

Metro

Próximos pasos tras el período de comentarios de 45 días

> Luego del período de revisión pública de 45 días, desde Metro, se iniciará la elaboración del EIR definitivo.

- Cada comentario que se reciba se documentará en el EIR definitivo.
- En el EIR definitivo, figurarán las respuestas por escrito a los comentarios mediante los cuales se planteen problemas ambientales relevantes.

> El EIR definitivo y completo se presentará ante la Junta Directiva de Metro antes de que se apruebe el proyecto.

- Antes de que se apruebe el proyecto, la Junta Directiva de Metro tendrá en cuenta toda la información proveniente del Borrador del EIR, de los comentarios que se hayan recibido durante la revisión pública y de las respuestas a los comentarios.

Metro

Cómo enviar comentarios públicos

Comentarios públicos

Para solicitar la palabra:



Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano".

Usuarios de teléfono: Marque *9 para levantar la mano

Cuando llegue su turno de palabra:



Usuarios de la aplicación Zoom: Se les pedirá que activen el micrófono.

Usuarios de teléfono: Marquen *6 para activar el micrófono.

Comentarios por escrito:



Usuarios de la aplicación Zoom: Elijan la función "Preguntas y respuestas" de Zoom.

Usuarios de Zoom y de teléfono: Usen el formulario en línea en Metro.net/AVL

Metro

Después de la reunión de hoy

Envíe los comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021 a las 11:59 p. m.

Cómo enviar comentarios públicos

Comentarios públicos

Para solicitar la palabra:

Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano"

Usuarios de teléfono: Marque *9 para levantar la mano

Cuando llegue su turno de palabra:

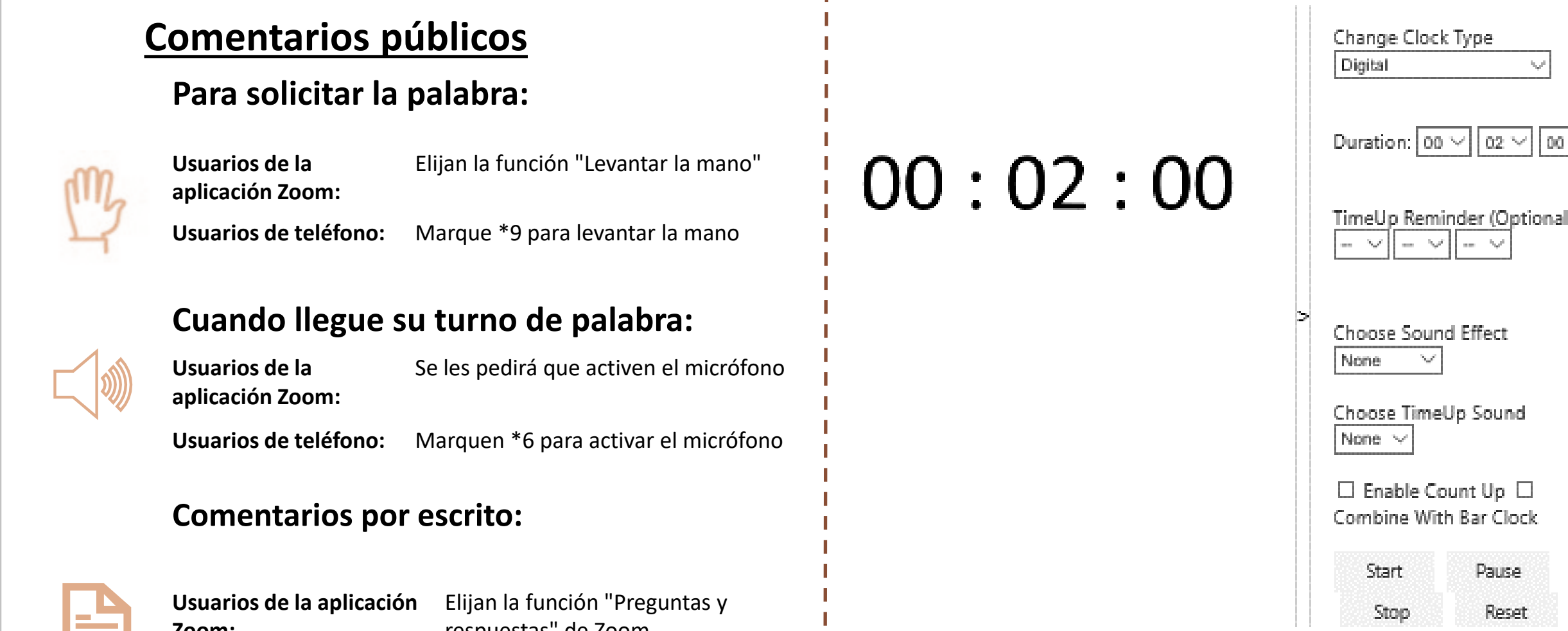
Usuarios de la aplicación Zoom: Se les pedirá que activen el micrófono

Usuarios de teléfono: Marquen *6 para activar el micrófono

Comentarios por escrito:

Usuarios de la aplicación Zoom: Elijan la función "Preguntas y respuestas" de Zoom

Usuarios de Zoom y de teléfono: Usen el formulario en línea en Metro.net/AVL



Dos minutos por presentador

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

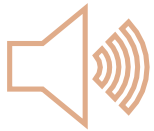
Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

Cómo enviar comentarios públicos

Proceso de presentación de los comentarios después de la reunión de hoy

- **El período de comentarios de 45 días corre desde el 28 de julio al 10 de septiembre de 2021.**
- **Envíe los comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.**



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One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

- **Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021 a las 11:59 p. m.**

Metro



Մենք ավելի շատ երկաթուղային հաղորդակցություն ենք ստեղծում LA- ի և Antelope Valley- ի միջև:

ANTELOPE VALLEY LINE-Ի ՏԱՐՈՂՈՒՆԱԿՈՒԹՅԱՆ և ՍՊԱՍԱՐԿՄԱՆ ԲԱՐԵԼԱՎՈՒՄՆԵՐԻ ԾՐԱԳԻՐ

Metro

Իսպաներեն ֆ հայերեն բանավոր թարգմանությունից օգտվելու հնարավորություն

Հայերեն և իսպաներեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» պատկերակին
- Ընտրեք այն լեզուն, որը կցանկանաք լսել (իսպաներեն կամ հայերեն)
- Իսպաներեն և հայերեն թարգմանված պրեզենտացիաները հրապարակվել են զրուցարանում

Interpretación en español

> Vía Zoom

- Haga clic en el icono – «Interpretación»
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el «chat»



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Տեխնիկական-կազմակերպչական հարցեր

Այսօրվա հանրային լսումը ձայնագրվում է



Մասնակիցների վիդեոներն անջատված են,
իսկ բարձրախոսները՝ լռեցված



Հարցերը կարող են ներկայացվել՝ օգտվելով «Հարցեր և պատասխաններ» գործառույթից



Պրեզենտացիայից հետո բանավոր հանրային մեկնաբանությունների համար ժամանակ կհատկացվի: Խնդրում ենք օգտվել «Ձեռք բարձրացնել» պատկերակից:



Տեխնիկական աջակցության համար զանգահարեք՝ 909-310-2788 հեռախոսահամարով

Metro

Այսօրվա զեկուցողները



Բրայն Բալդեռամա (Brian Balderrama)

Գործադիր տնօրենի տեղակալ

Metro Regional Rail



Էրիկ Բենգհարթ (Eric Banghart)

Ծրագրի գլխավոր ղեկավար

Mott MacDonald



Փիթեր Ֆելդման (Peter Feldman)

Շրջակա միջավայրի ավագ նախագծող

Terry A. Hayes Associates



Դանիել Վալենտինո (Danielle Valentino)

Համայնքային հարաբերությունների ղեկավար

Metro Community Relations

Metro

Հանդիպման նպատակը

> Antelope Valley համայնքի երկաթգծի հնարավորությունների և ծառայությունների բարելավման ծրագրի ներկայացում
> Բացատրել շրջակա միջավայրին նվիրված գործընթացները և բնապահպանական ուսումնասիրության արդյունքները
> Հանրության կողմից մեկնաբանություններ ստանալ

Հանդիպման օրակարգ

> Ծրագրի ամփոփում
- Ծառայությունների բարելավում
- Շրջակա միջավայր
- Շահագրգիռ կողմերի մասնակցություն
- Ծրագրի առավելությունները
- Ֆինանսավորում
- Առաջարկվող ծրագրի տարրերը
- Ժամանակացույց

> Ծրագրի ազդեցությունները, որոնք բացահայտվել են շրջակա միջավայրի ուսումնասիրության մեջ
- Էսթետիկա
- Կենսաբանական և ջրային ռեսուրսներ
- Մշակութային, ցեղախմբերի մշակութային և հնէաբանական ռեսուրսներ
- Վնասներ, վնասակար նյութեր, երկրաբանություն և հողեր
- Աղմուկ և վիբրացիա
- Փոխադրում և օդի որակ

> Հանրային մեկնաբանությունների աշխատաշրջան

Metro

Ծրագրի ամփոփում

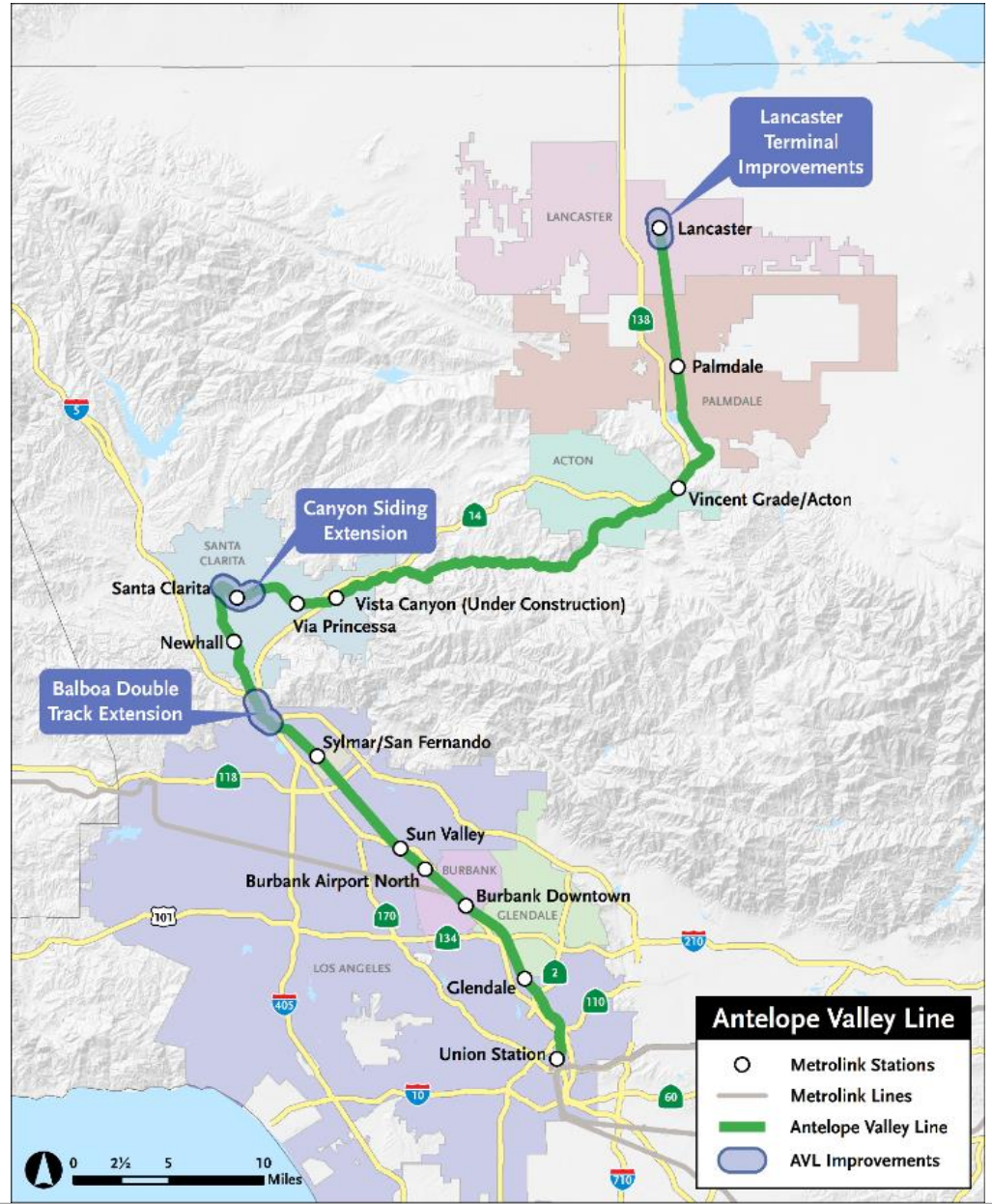
30 րոպե տևողությամբ, երկկողմանի, մարդատար երկաթուղու ծառայության հնարավորություն LAUS-ի և Santa Clarita Valley-ի միջև, ինչպես նաև 60 րոպե տևողությամբ երկկողմանի ծառայության հնարավորություն LAUS-ի և Lancaster կայարանի միջև, այդ թվում ենթակառուցվածքների բարելավումներ, որոնք պահանջվում են՝ մարդատար երկաթուղու ավելացված ծառայություններ տրամադրելու համար.

> Balboa երկակի ուղեգծի ընդլայնում

> Canyon-ի օժանդակ գծի ընդլայնում

> Lancaster տերմինալի բարեփոխումներ

> Brighton-McGinley երկակի ուղեգծի ընդլայնում – *իրականացվում է առանձին բնապահպանական գործընթացով*



Շրջակա միջավայր

AVL ծրագիրն օրենքով սահմանված կարգով ազատված է CEQA-ից՝ Կալիֆորնիայի հանրային ռեսուրսների մասին օրենսգրքի 21080 (բ)(10) հոդվածի, ինչպես ներկայացված է ստորև՝

*ա) Ծրագիր, որը նախատեսված է երկաթգծում կամ մայրուղիների անցման կետերում ուղևորների կամ մերձքաղաքային փոխադրման ծառայությունների հաստատման կամ ավելացման համար, **արդեն գործում է**, ներառյալ արդեն գոյություն ունեցող կայարանների և կայանման շինությունների արդիականացումը:*

Սակայն շրջակա միջավայրի վրա ունեցած ազդեցությունների առնչությամբ համայնքի մտահոգություններով զբաղվելու համար (այսինքն՝ աղմուկ և երթևեկության խճողում) AVL-ի հետ միասին.

***«Metro» ընկերությունը՝ NCTC-ի օժանդակությամբ, ընտրվել է՝ շրջակա միջավայրի վրա ազդեցության գնահատման (EIR) ուսումնասիրություն իրականացնելու համար, որը համապարփակ ձևով կզբաղվի** համայնքի/շահագրգիռ կողմերի մտահոգություններով, որոնք առնչվում են AVL-ում գնացքների քանակը կրկնապատկելուն:*

Բացի այդ, շրջակա միջավայրի վրա ազդեցության այս ուսումնասիրությունը դիտարկում է այլ հիմնական ծրագրերի միասնական ազդեցությունները, որոնք կապ ունեն AVL-ի հետ.

*Ինչպիսիք են՝ **«LINK US»-ը, «East San Fernando Valley Corridor»-ը, «California High Speed Rail Authority Phase 1»-ը, «Metrolink SCORE Program Phase 1B»-ն** և այլն:*

Metro

Շահագրգիռ կողմերի մասնակցություն

Ծրագրի մշակման ժամանակահատվածում հիմնական շահագրգիռ կողմերը, որոնք հատուկ մասնակցություն են ունեցել, ներառում են*՝

> North Los Angeles County Transportation Coalition JPA

> LA County Supervisor Kathryn Barger (District 5) գրասենյակ

> LA City Mayor Eric Garcetti և LA City Council President Nury Martinez (District 6) գրասենյակներ

> Santa Clarita, Lancaster, Palmdale, Burbank, Glendale քաղաքներ և Acton-ի քաղաքային խորհուրդ

> SCRRA/Metrolink, California High Speed Rail Authority և UPRR

> LA County Public Works, CPUC, Caltrans District 7

> California Department of Fish and Wildlife and Regional Hispanic Chamber of Commerce

> Save Our Rural Town, Go Glendale, BTMO, AV EDGE

> Southern California Transit Advocates and Regenerative Community

> Rail PAC, Santa Clarita Valley Bicycle Coalition, Golden State Gateway Coalition

> Տեղական բիզնեսներ, բնակիչներ և ցեղախմբեր

Metro

*Ցանկը սպառիչ չէ

Ծրագրի առավելությունները

> Բարելավել Antelope Valley-ի երկաթգծի հնարավորությունները՝ դիմակայելու բնակչության և զբաղվածության զգալի աճի կանխատեսմանը՝ հաջորդ 20 տարվա ընթացքում

> Բարելավել ուղևորների ծառայությունների հուսալիությունը և արդյունավետությունը AVL երկաթգծի միջանցքում

> Տրամադրել անհրաժեշտ օժանդակող ենթակառուցվածքների բարելավումներ՝ հզորացնելու AVL միջանցքի երկայնքով աշխատանքային ճկունությունը և հուսալիությունը:



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Ֆինանսավորում

Ծրագիրը ֆինանսավորվում է հետևյալ կերպ.

1. **Հոկտեմբեր, 2019թ.** - **North Los Angeles վարչաշրջանի փոխադրման դաշինքի խորհուրդը պարտավորվել է մինչև** 113.8 միլիոն դոլար ֆինանսական միջոցներ տրամադրել՝ իրենց Measure M-ի ենթատարածաշրջանային ֆինանսական միջոցներով՝ ծրագրի մեկնարկին աջակցելու համար:

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **Ապրիլ, 2020թ.** - CalSTA-ն 107.05 միլիոն դոլար է շնորհել TIRCP դրամաշնորհային ֆինանսական միջոցներով



«Metro»-ն համագործակցում է «Metrolink»-ի հետ ֆինանսական միջոցների այս հայցի շուրջ՝ ավելի արագ և հաճախակի մերձքաղաքային երկաթուղային ծառայություններ տրամադրելու Los Angeles-ից Lancaster՝ միևնույն ժամանակ կրճատելով մասնիկավոր նյութերի և ջերմոցային գազերի արտանետումները:

Metro

Առաջարկվող ծրագրի տարրերը

- Balboa երկակի ուղեգծի ընդլայնում
- Canyon-ի օժանդակ գծի ընդլայնում
- Lancaster տերմինալի բարեփոխումներ

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Առաջարկվող ծրագրի տարրեր– Balboa երկակի ուղեգծի ընդլայնում

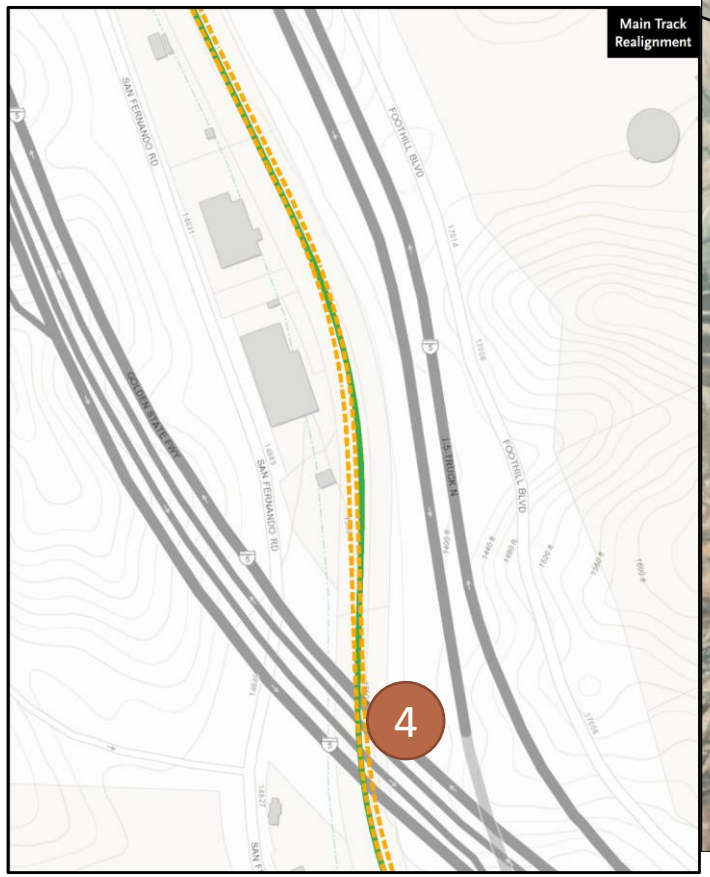
Աշխատանքային գործունեության շրջանակի նկարագրություն.

> Գոյություն ունեցող երկակի երկաթգծի ուղեգիծն ընդլայնել մոտավորապես 6,300 ոտնաչափ հյուսիս՝ դեպի Sierra մայրուղի:

>Գոյություն ունեցող երկաթգծի անցակետերը (ROW) կբավարարեն ընդլայնումների մեծ մասը:

> Caltrans-ի առաջխաղացում կարող է պահանջվել անմիջապես Sierra մայրուղու հարավից՝ վերադիրքավորելու գոյություն ունեցող մերձատար երկաթուղին:

> Կամրջի սյուների պաշտպանություն է պահանջվում գոյություն ունեցող I-5 սյուների համար:





Metro

Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում

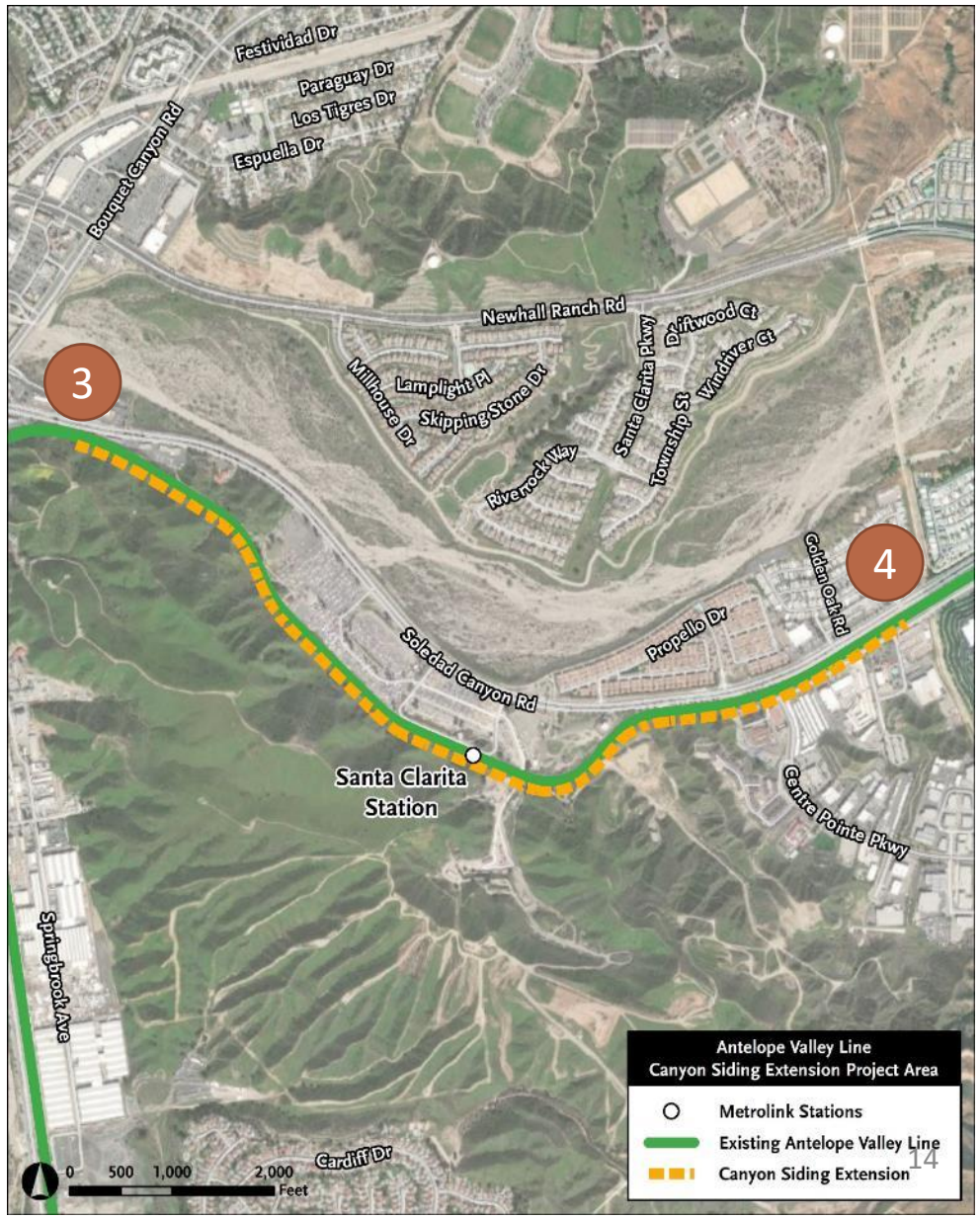
Աշխատանքային գործունեության շրջանակի նկարագրություն

> Ընդլայնել գոյություն ունեցող Saugus-ի օժանդակ գիծը մոտավորապես 8,400 ոտնաչափ՝ Golden Oak Road-ից 500 ոտնաչափ դեպի արևելք:

> Գոյություն ունեցող երկաթգծի անցակետերը (ROW) կբավարարեն լրացուցիչ երկաթուղին՝ ընդլայնումների ողջ տարածքում:

> Գոյություն ունեցող CP ոլորանը փոխել անցակետային երկաթուղու՝ բարելավելու աշխատանքային ճկունությունը:

> Golden Oak Road-ը կպահանջի հետևյալը՝ ճանապարհային երթևեկության նոր ազդանշանների տեղադրում, հատման կետերում նոր ճանապարհային գծերի առկայություն, մայթեզրերի հարմարեցումներ՝ հետիոտների և հեծանիվների անվտանգության առնչվող բարեփոխումների ապահովման համար, ճանապարհային անցումների նոր շարժական դարպասների տեղադրում և բարձր տեսանելիությամբ նշաններ հետնիոտների անցումներում:



Metro

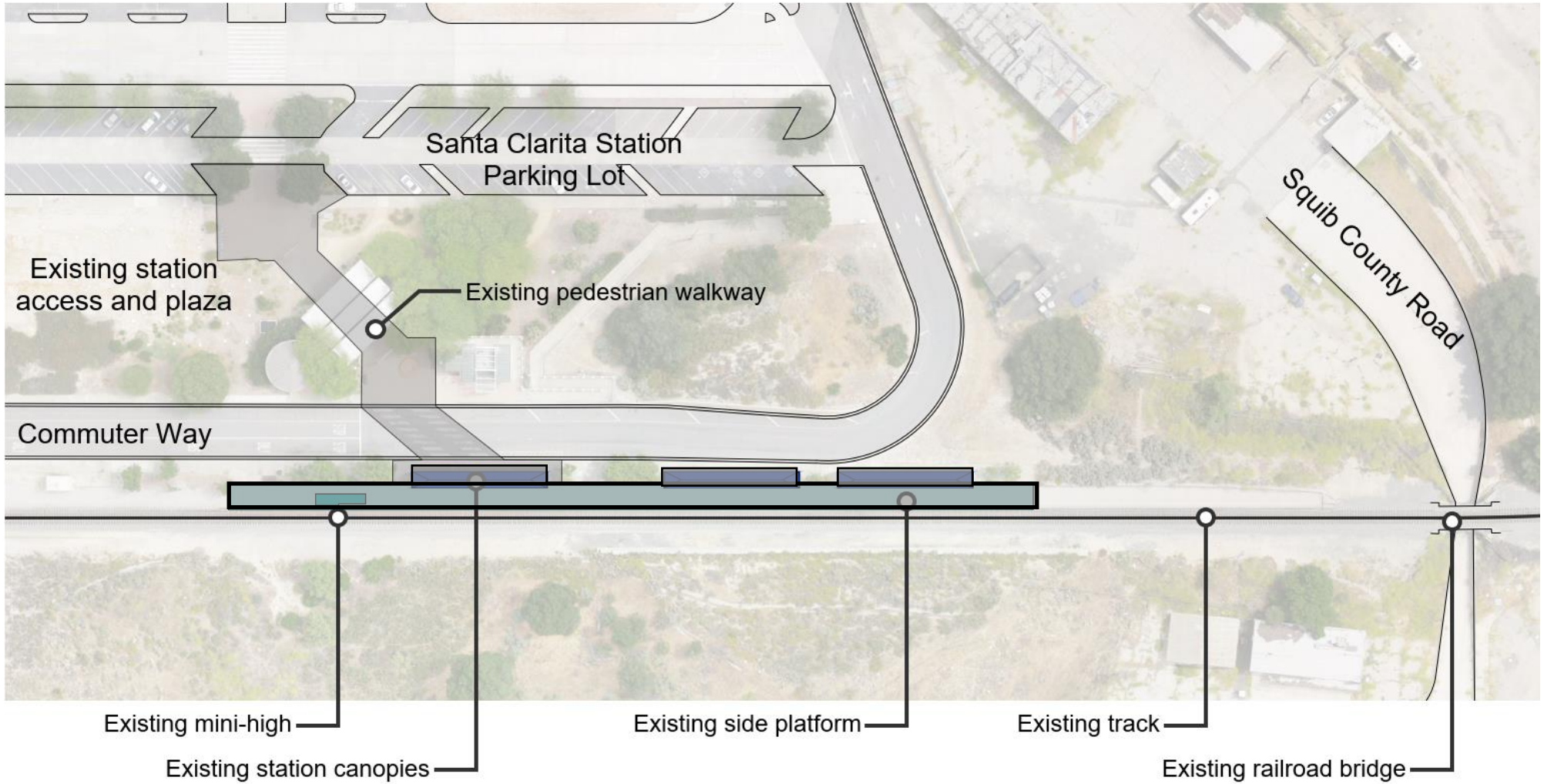
Առաջարկվող ծրագրի տարրեր -
Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Առկա վիճակը

> 1 x 500’ երկարությամբ կողմնային հարթակ և մեկ երկաթուղի:

> Ցածր մակարդակի կայանման տեղանք, ավտոբուսի կանգառ և տոմսարկղ:

> Ավելի բարձր մակարդակի ADA կայանման տաղավարներ, ավտոբուսի կանգառ և մեքենայի/տաքսու կանգառի կետ:



Metro

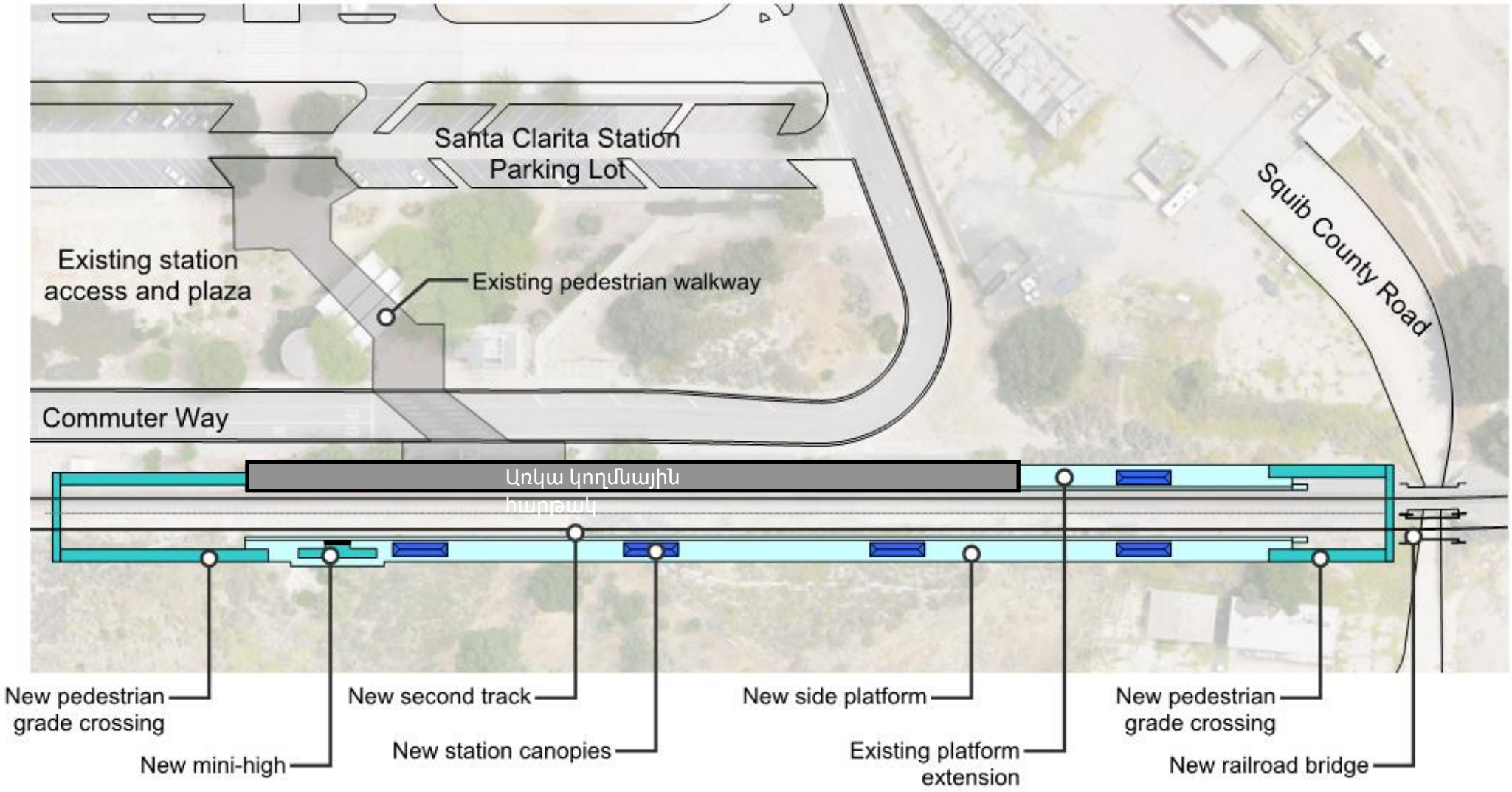
Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Հիմնական նախագծում

> Ավելացնել երկրորդ կողմնային հարթակ:

> Ընդլայնել գոյություն ունեցող հարթակը:

> Միևնույն մակարդակի հետնիոտների անցումներ ավելացնել:



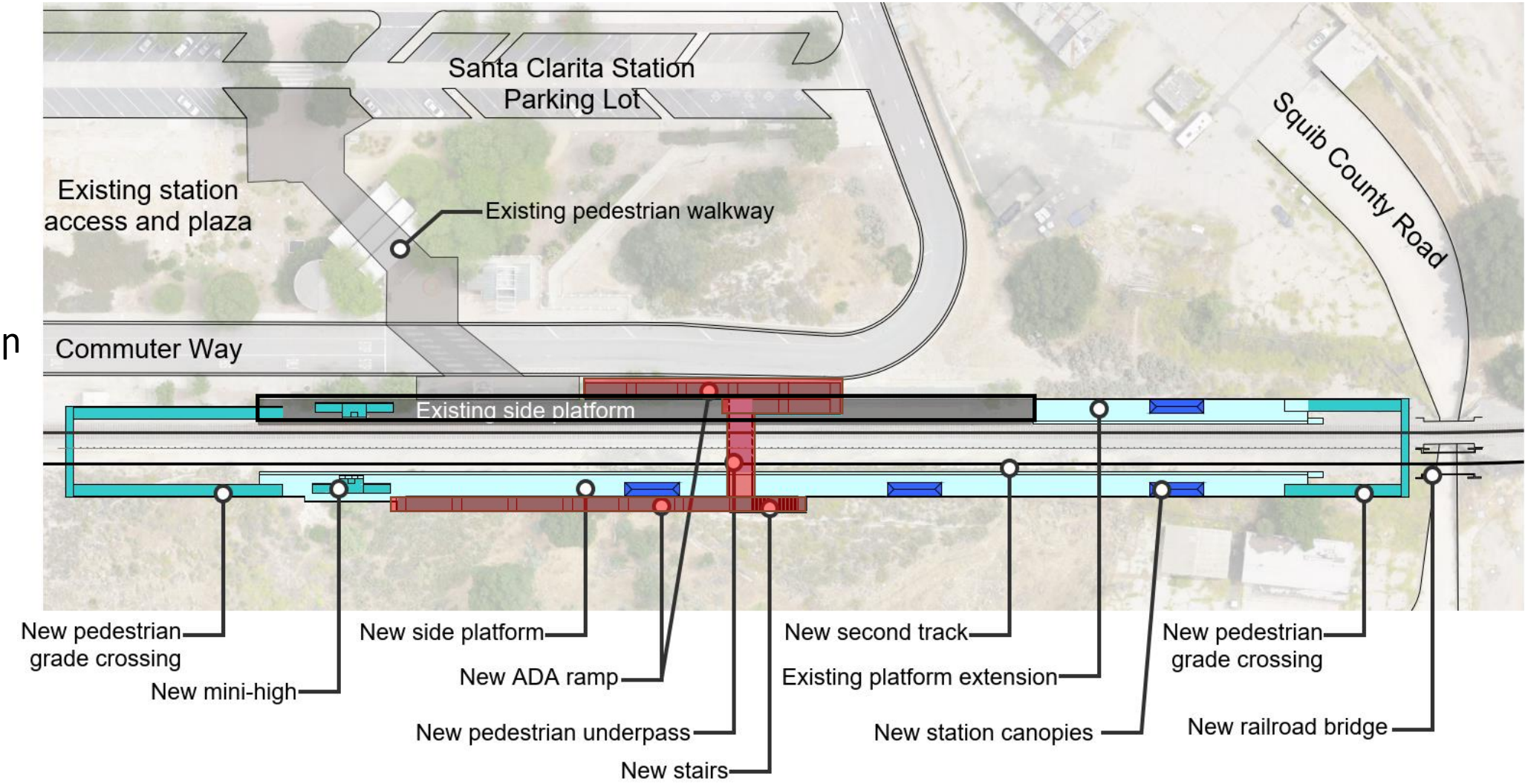
Metro

Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Նախագծման ընտրանք #1

> Ավելացնել երկրորդ կողմնային հարթակ:

> Հետիոտների նոր գետնանցում:



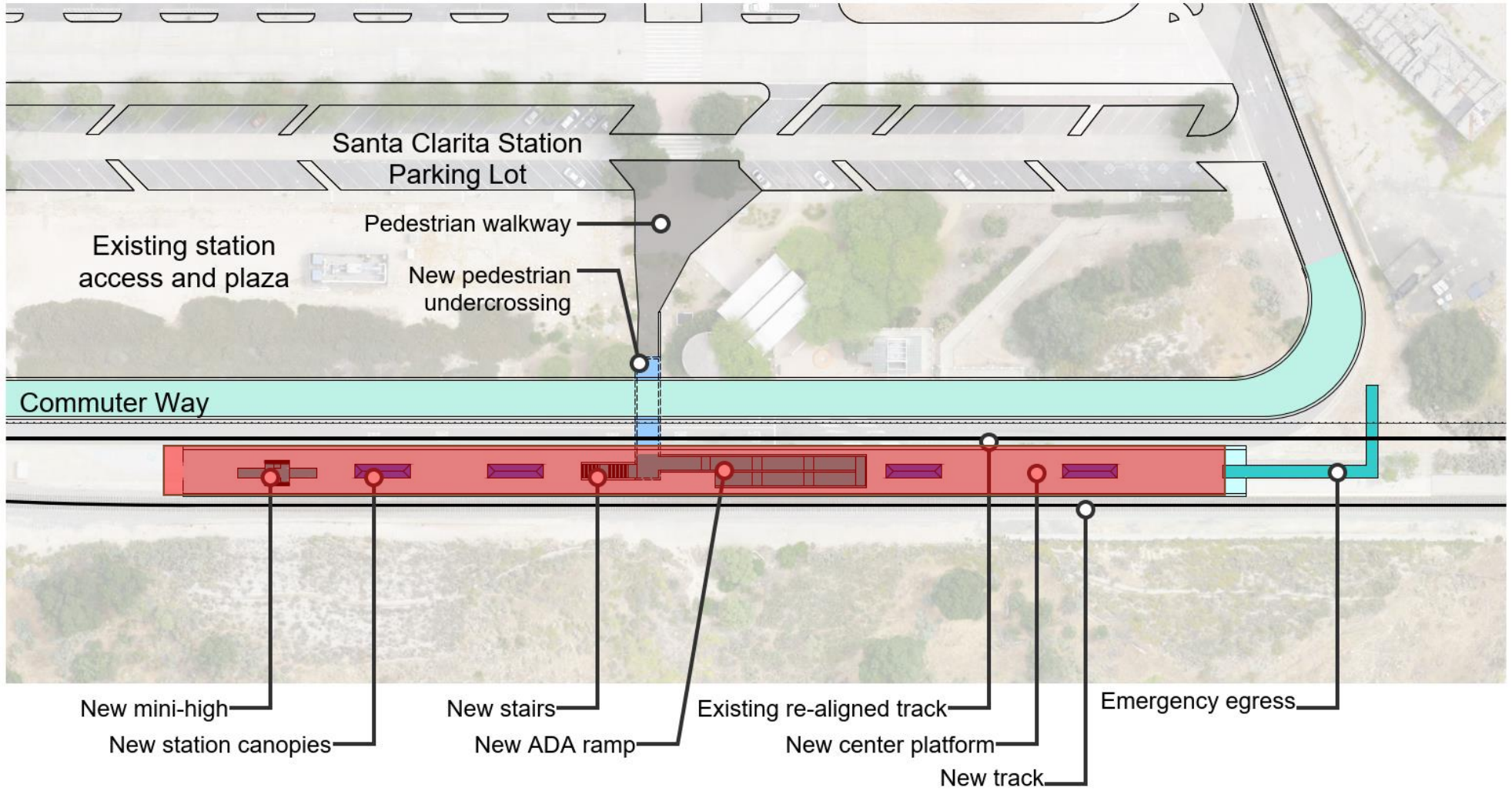
Metro

1.f. Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Նախագծման ընտրանք #2

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր գետնանցում:



Metro

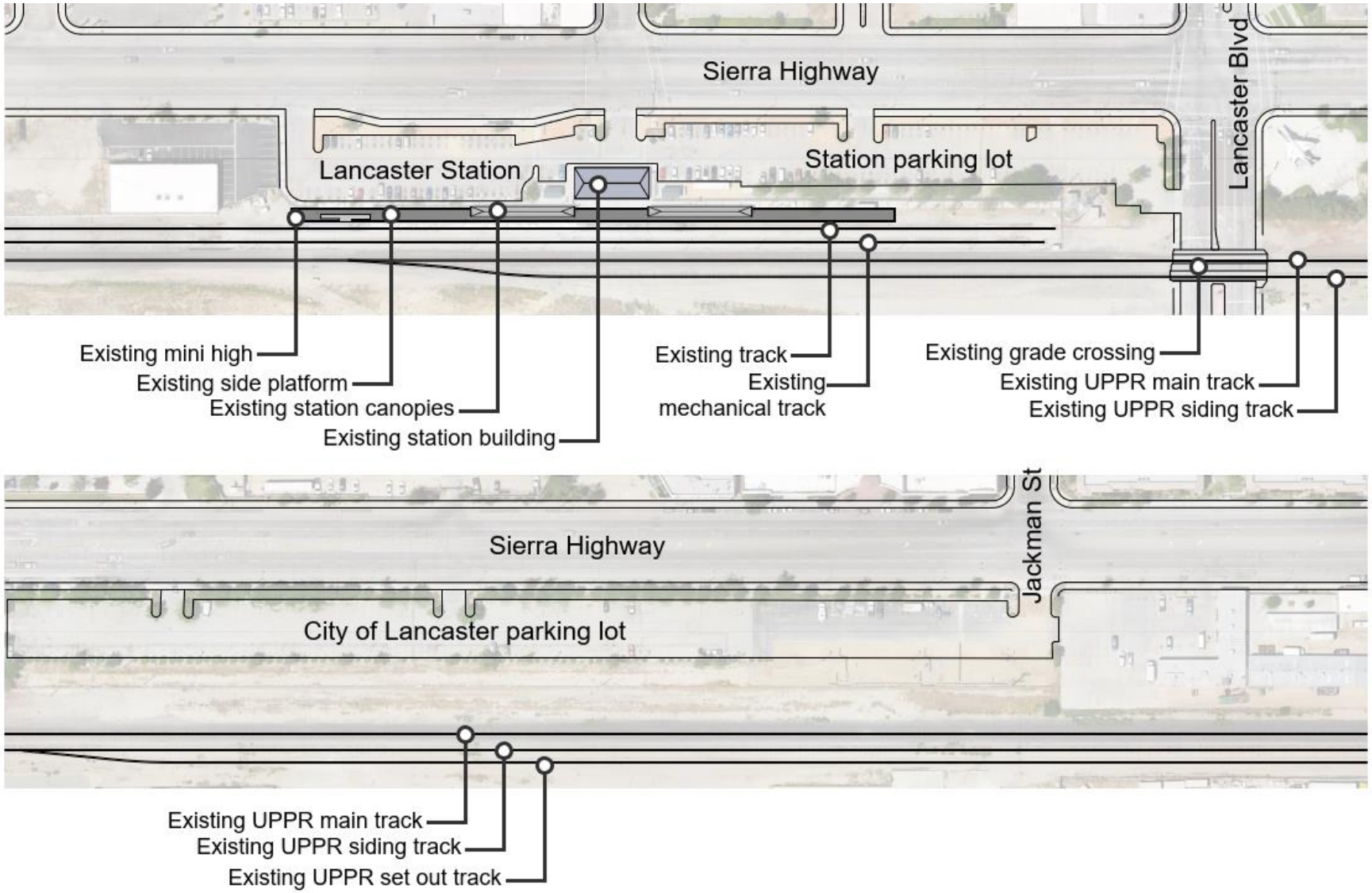
1.f. Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Առկա վիճակը

> 1 x 680’ երկարությամբ կողմնային հարթակ:

> 2 x գործող «Metrolink» երկաթուղի:

> Կայարանի հարավում «Metrolink»-ի մինչև 8 գնացքի կայանում գիշերվա ընթացքում:



Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

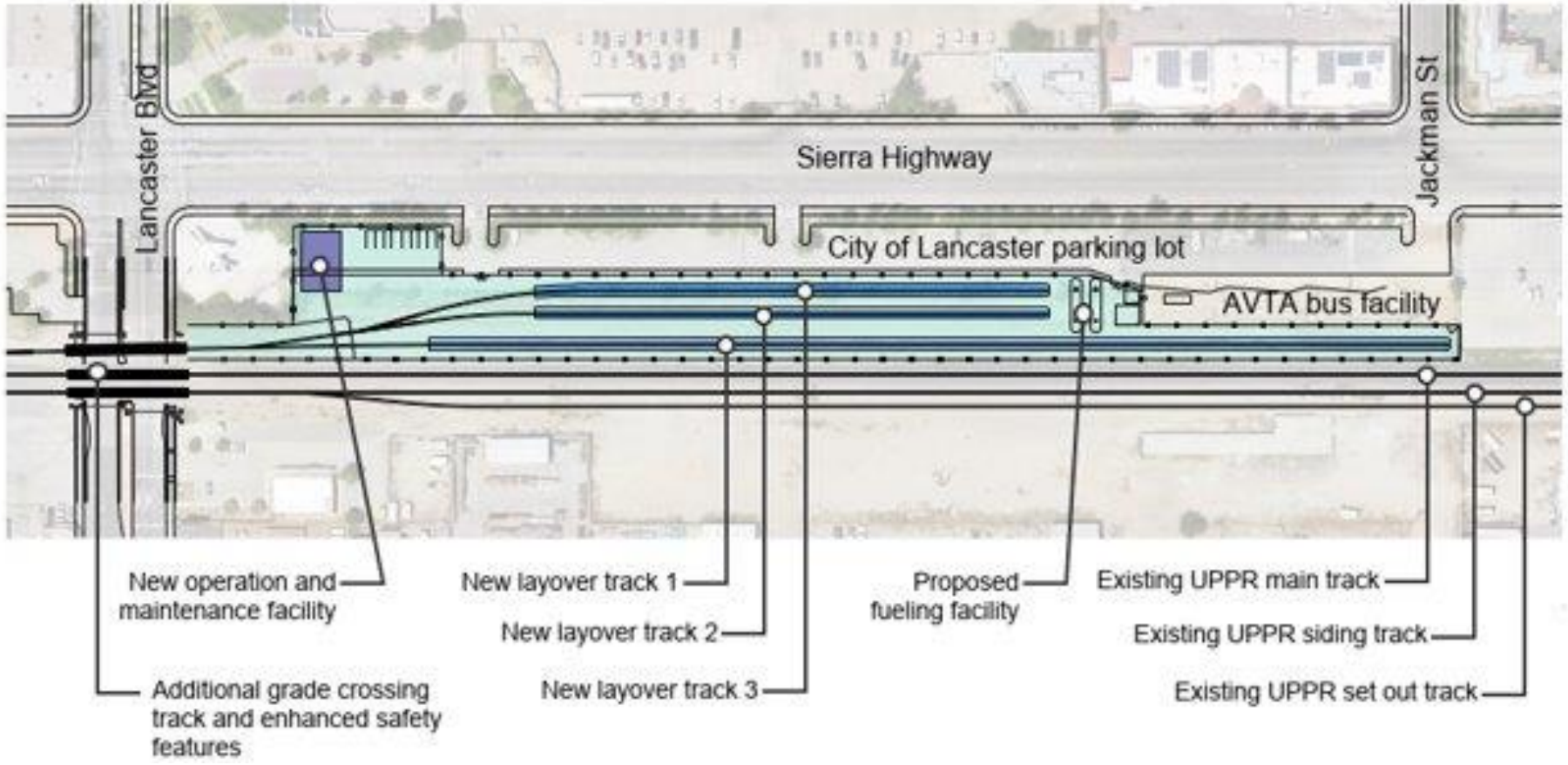
Հիմնական նախագծում

> Ընդլայնել կայանման համար նախատեսված առկա շինությունների քանակը՝ ավելացնելով 1 x 1000’ և 2 x 500’ կայանման երկաթուղիներ:

> Գնացքների վառելանյութի մատակարարում:

> Գործող անձնակազմի համար շինությունների ապահովում:

> Անվտանգության մակարդակի բարձրացում Lancaster Blvd-ի անցումներում:



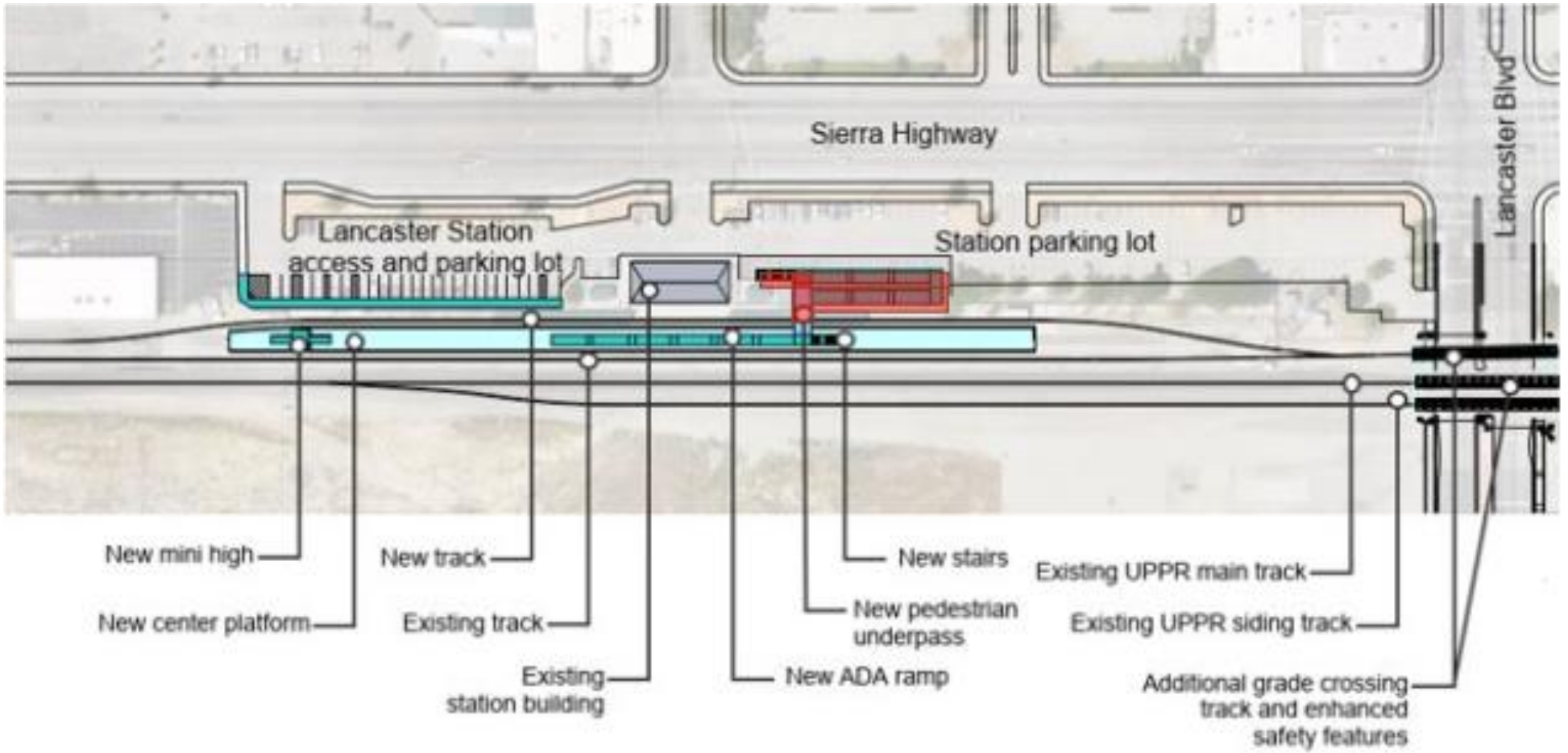
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #1

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր գետնանցում:



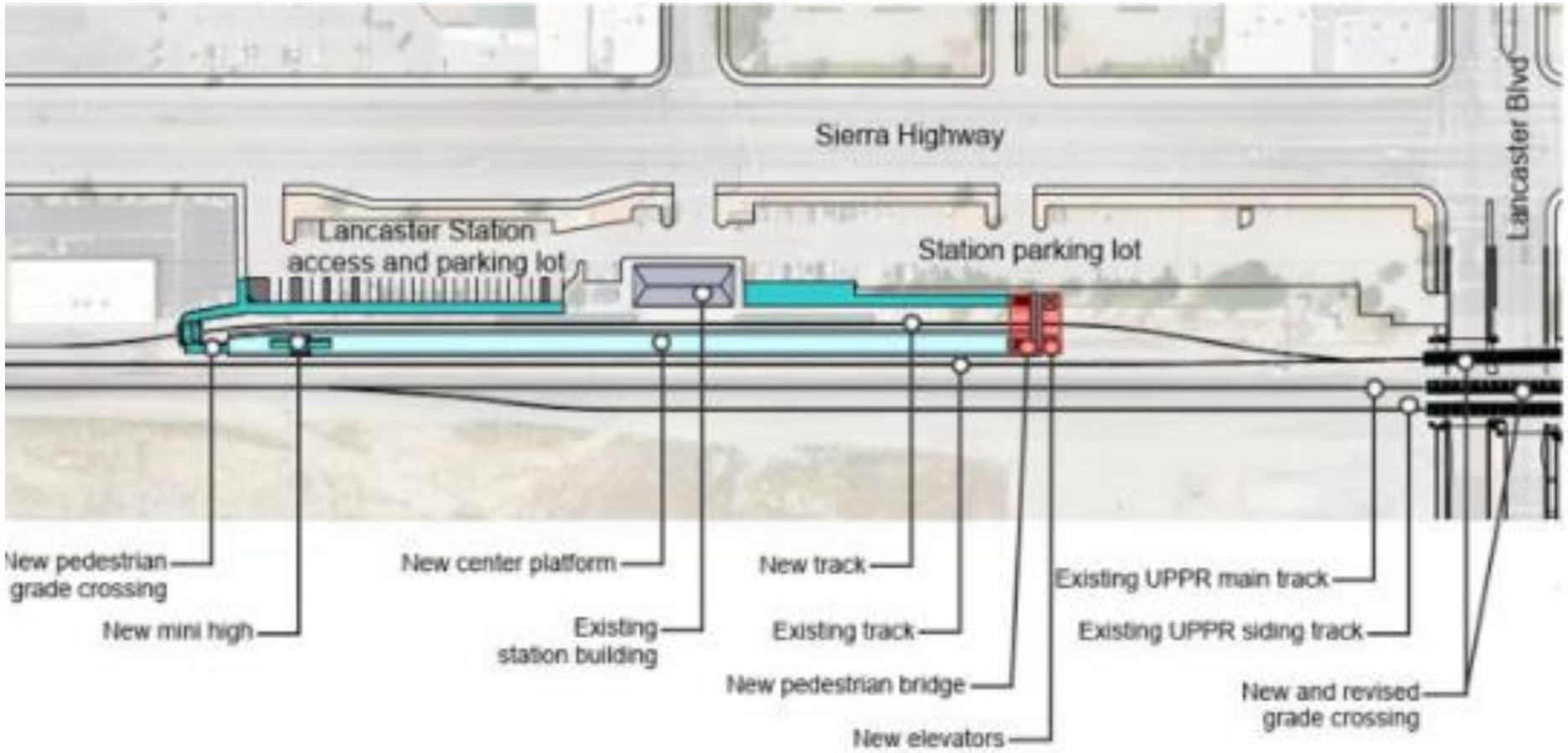
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #2

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր կամուրջ:



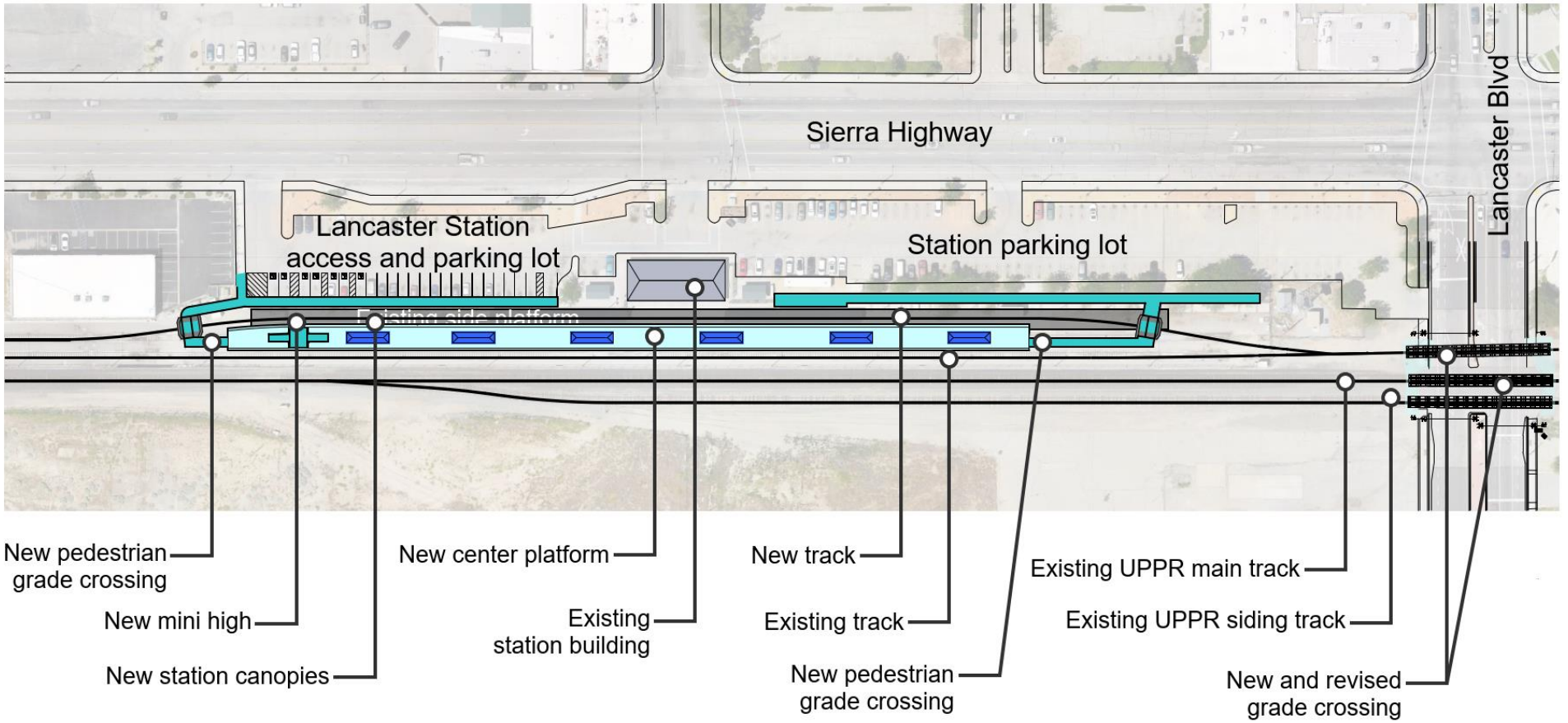
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #3

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

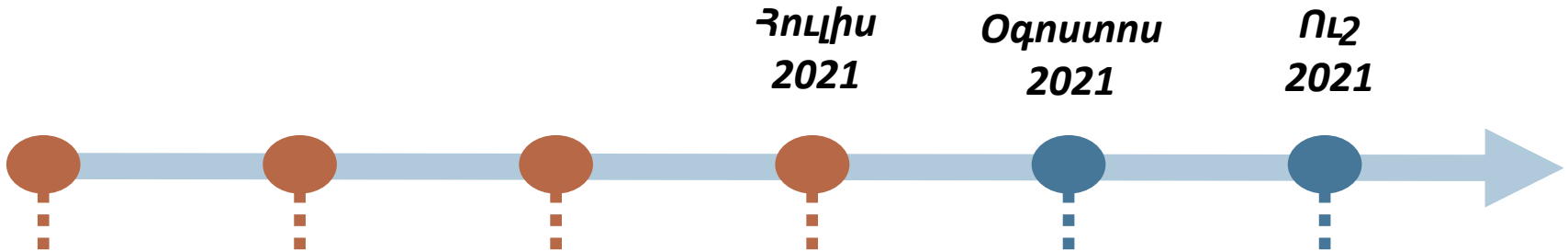
> Հետիոտների միևնույն մակարդակի նոր անցումներ հարթակի յուրաքանչյուր ծայրին:



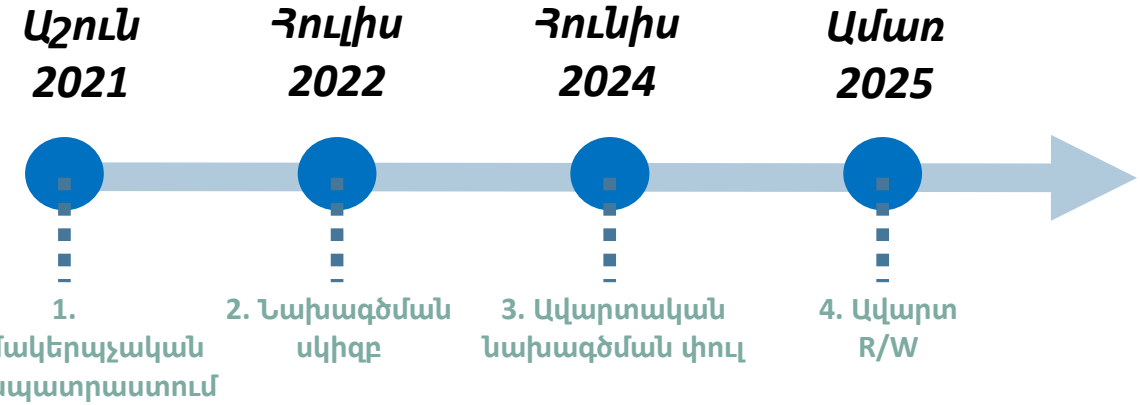
Metro

Ժամանակացույց

Շրջակա միջավայրի ժամանակացույց



Նախագծման ժամանակացույց



Կառուցման ժամանակացույց

Սկսել կառուցումը –

դեկտեմբեր, 2024թ.

Ծրագրի ազդեցությունները, որոնք բացահայտվել են շրջակա միջավայրի ուսումնասիրության մեջ



Metro

Էսթետիկա

Շինարարության ազդեցությունները

> Շինարարական սարքավորումները և աշխատանքային հարթակները կփոփոխեն չմշակված լանջերի տեսարանները՝ Canyon-ի օժանդակ գծի ընդլայնման տեղում:

> Հավանական գիշերային ժամերի շինարարությունը կավելացնի գիշերային ժամերի լուսավորությունը կամ փայլատակումը՝ ժամանակավորապես ազդելով տեսանելիության վրա և լրացուցիչ լույս տարածելով մոտակա հողատարածքների վրա:

Շահագործման ազդեցություններ

> Canyon-ի օժանդակ գծի ընդլայնման տարածքի բլուրների մշտական փոփոխությունները կարող են փոխել տեսարանները և ազդել հյուսիսի բնակիչների գեղատեսիլ տեսարանների վրա:

Մեղմացման միջոցառումներ

> Canyon-ի օժանդակ գծի ընդլայնման շինարարական տարածքի նախնական ստուգում:

> Պահանջվում է, որ գիշերային շինարարության լուսավորությունը նախապես ստուգվի և ուղղորդվի դեպի շինհրապարակ:

> Ապահովել բուսածածկույթ ծրագրի իրականացման հետևանքով ընդմիշտ փոփոխված լանջերի երկայնքով:



AVL միջանցքի տեսքը Santa Clarita-ում

Metro

Կենսաբանական ֆ ջրային ռեսուրսներ

Շինարարության ազդեցությունները

Կենսաբանական ռեսուրսներ

> Տարածքի մաքրում, բույսերի հեռացում և այլ շինարարական գործողություններ չմշակված տարածքներում, որոնք կենդանական աշխարհի համար բնական միջավայր են ստեղծում:

> Շինարարական աշխատանքները կարող են ազդել կենդանական և բուսական աշխարհի տարբեր տեսակների վրա, հատկապես Balboa-ի երկակի երկաթուղու ընդլայնման և Canyon-ի օժանդակ գծի ընդլայնման հատվածներում և դրանց շուրջը:

Հիդրոլոգիա ֆ ջրի որակ

> Շինհրապարակից դուրս հոսող ջրերը կարող են աղտոտող նյութեր պարունակել, որոնք կարող են ազդել դեպի վար հոսող գետերի ջրի որակի վրա:

> Աղտոտված ստորերկրյա ջրերի հավանականություն:

Շահագործման ազդեցություններ

> Լվացման գործողություններից առաջացած մնացորդային ջրերը Lancaster-ի՝ կայանման համար առաջարկվող շինությունում:

Մեղմացման միջոցառումներ

Կենսաբանական ռեսուրսներ

> Նախաշինարարական հետազոտություններ պահանջել՝ կենդանական աշխարհի և զգայուն տեսակների համար:

> Շինարարության ընթացքում կենսաբանական մոնիթորինգ պահանջել:

> Բուսական աշխարհի փոխարինում և շրջանցում:

Հիդրոլոգիա ֆ ջրի որակ

> Պահանջել համապատասխանություն հեղեղաջրերի բաց թողնման թույլտվություններին, ներառյալ հեղեղաջրերի աղտոտման կանխարգելման ծրագրերի նախապատրաստում:

> Պահանջել համապատասխանություն ջրազրկման թույտվություններին:

> Պահանջել համապատասխանություն արդյունաբերական աշխատանքներում հեղեղաջրերի բաց թողնման թույլտվությանը:

Metro

Մշակութային, ցեղախմբերի մշակութային ֆ հնէաբանական ռեսուրսներ

Շինարարության ազդեցությունները

Մշակութային ֆ ցեղախմբերի մշակութային ռեսուրսներ

> AVL միջանցքը ճանաչվել է որպես ցեղախմբերի մշակութային ռեսուրս Gabrieleño Band of Mission Indians-Kizh Nation-ի կողմից և Fernandeño Tataviam Band of Mission Indians-ի ավանդական տոհմական տարածք:

> Շինարարության ընթացքում հողը տեղաշարժելու գործողությունների ժամանակ հավանական է, որ նախկինում չհայտնաբերված և չփաստաթղթավորված հնագիտական և ցեղային մշակույթի ռեսուրսներ բացահայտվեն:

Հնէաբանական ռեսուրսներ

> Շինարարության ընթացքում հողը տեղաշարժելու գործողությունների ժամանակ նաև հավանական է, որ եզակի բրածոներ կամ երկրաբանական ռեսուրսներ հայտնաբերվեն:

Շահագործման ազդեցություններ

> Շահագործման ոչ մի ազդեցություն:

Մեղմացման միջոցառումներ

Մշակութային ֆ ցեղախմբերի մշակութային ռեսուրսներ

> Նախապատրաստել հնագիտական մոնիթորինգի ծրագիր, ներառյալ «Native American» մոնիթորինգը՝ խորհրդակցող ցեղախմբերի հետ համագործակցությամբ:

> Մշակութային ռեսուրսների մոնիթորինգի ծրագիր նախապատրաստել՝ զբաղվելու այն ընթացակարգերով, որոնք պահանջվում են, եթե մշակութային կամ ցեղախմբի մշակութային ռեսուրսների պատահական հայտնաբերում գրանցվի:

Հնէաբանական ռեսուրսներ

> Ամբողջական հնէաբանական մոնիթորինգ պահանջել այն տարածքներում, որտեղ երկրաբանական պայմանները հնէաբանական ռեսուրսների բարձր հավանականություն են նշում:

> Հնէաբանական ռեսուրսների մեղմացման ծրագիր պատրաստել:

Metro

Վնասներ, վնասակար նյութեր, երկրաբանություն ֆ հողեր

Շինարարության ազդեցությունները

Վնասներ և վնասակար նյութեր

> Վնասակար նյութերի կամ թափոնների հավանական պատահական բացթողում:

> Աղտոտված հողի կամ ստորերկրյա ջրերի հավանականություն:

> Canyon-ի օժանդակ գծի ընդլայնման հատվածը տեղակայված է Whitaker-Bermite տարածքում, որը նշված է Cortese-ի վնասակար թափոնների տարածքների ցանկում:

> Balboa երկակի երկաթուղու տարածքը տեղակայված է Los Angeles քաղաքի մեթանի գոտում:

Երկրաբանություն և հողեր

> Աստիճանագծման և թեքությունների կայունացման գործողությունները կարող են սեյսմիկ վնասներ առաջացնել:

Շահագործման ազդեցություններ

> Շահագործման բոլոր ազդեցությունները էական չեն լինի:

Մեղմացման միջոցառումներ

Վնասներ և վնասակար նյութեր

> Վնասակար նյութերի կառավարման ծրագիր պատրաստել:

> Հողի և ստորերկրյա ջրերի կառավարման ծրագրեր պատրաստել:

> Շրջակա միջավայրի I և II փուլի գնահատումներ պատրաստել:

> Համապատասխանել LA-ի շինարարական օրենսգրքի՝ մեթանին առնչվող կանոնակարգերին:

Երկրաբանություն և հողեր

> Գեոտեխնիկական նախագծման զեկույց պատրաստել:

Metro

Աղմուկ ֈ վիբրացիա

Շինարարության ազդեցությունները

> Շինարարական աշխատանքները կարող են գերազանցել աղմուկի թույլատրված սահմանները՝ բնակչության և առևտրային զգայուն հատվածներում:

- Balboa երկակի երկաթուղու ընդլայնման (Los Angeles քաղաք) աղմուկի սահմանը 78 դեցիբել է:
- Canyon-ի օժանդակ գծի ընդլայնման (Santa Clarita քաղաք) աղմուկի սահմանները 75 դեցիբել են՝ բնակչության օգտագործման համար, և 85 դեցիբել՝ զգայուն առևտրային օգտագործման համար:
- Lancaster-ի տերմինալի բարեփոխումներում (Lancaster քաղաք) աղմուկի սահմանները 75 դեցիբել են՝ բնակչության օգտագործման համար, և 85 դեցիբել՝ զգայուն առևտրային օգտագործման համար:

> Շինարարական աշխատանքները կարող են գերազանցել վիբրացիայի պատճառով անհանգստության շեմը (0.2 մատնաչափ/վայրկյան) բնակավայրային հատվածներում, որոնք մոտ են յուրաքանչյուր հիմնական բարելավման տարածքին:

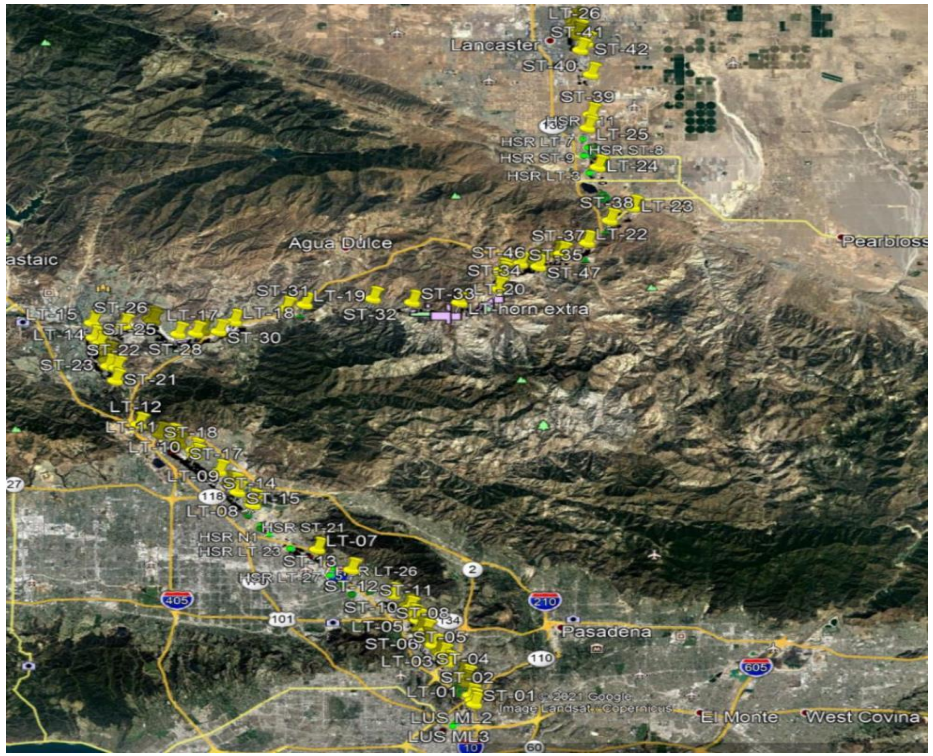
Շահագործման ազդեցություններ

> Գնացքների ավելացված երթևեկության պատճառով առաջացող ոչ էական ազդեցություններ:

Մեղմացման միջոցառումներ

> Աղմուկի վերահսկման ծրագիր պատրաստել, որը հիմնված է աղմուկի՝ տեղական թույլատրված սահմանաչափերի վրա:

> Վիբրացիայի մոնիթորինգի ծրագիր պատրաստել, որը կներառվի աղմուկի վերահսկման ծրագրում:



Metro

Փոխադրում ֈ օդի որակ / Ջերմոցային գազեր

Շինարարության ազդեցությունները

Փոխադրում

> Մուտքի սահմանափակումներ, ուղիների/ճանապարհների փակում և երթևեկության ուշացումներ՝ շինարարական աշխատանքների հետևանքով:

> «Metrolink»-ի ծառայությունների հավանական ժամանակավոր ընդհատումներ և ուշացումներ:

Շահագործման ազդեցություններ

Օդի որակ / Ջերմոցային գազեր

> «Metrolink»-ի ավելացված ծառայությունը NOx արտանետումներ կառաջացնի, որոնք կգերազանցեն SCAQMD-ի տարածաշրջանային շեմը, որն էական և անխուսափելի ազդեցություն է:

> Մերձքաղաքային ավելացված երկաթուղային ծառայությունները կնվազեցնեն ուղևորների ավտոմեքենաներով երթևեկությունը, որի շնորհիվ տարածաշրջանային արտանետումները կպակասեն և կխրախուսեն օգտվել տրանզիտից:

Մեղմացման միջոցառումներ

Փոխադրում

> Շինարարական երթևեկության կառավարման ծրագրեր պատրաստել:

> «Metrolink»-ի ծառայությունների հավանական ժամանակավոր ընդհատումներ և ուշացումներ:

> «Metrolink»-ի շահագործման և շինարարական ծառայությունների ծրագիր պատրաստել:

Օդի որակ /Ջերմոցային գազեր

> Ոչ մի մեղմացում հասանելի չէ՝ շարժվող NOx արտանետումների խնդրի լուծման համար: «Metrolink»-ը վառելիքի և շարժիչ ուժի այլընտրանքային տեխնոլոգիաներ է ուսումնասիրում՝ զրոյական արտանետումներով գնացքների շահագործման վերջնանպատակ ունենալով:

Metro

Հանրային մեկնաբանությունների աշխատաշրջան DEIR հրապարակման տեղանքներ

EIR-ի նախագծի տեղանքներ՝

1. Los Angeles-ի հանրային գրադարան, Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2. Glendale-ի կենտրոնական գրադարան (222 E Harvard St, Glendale, CA 91205)
3. Burbank-ի կենտրոնական գրադարան (110 N Glenoaks Blvd, Burbank, CA 91502)
4. San Fernando-ի գրադարան (217 N Maclay Ave, San Fernando, CA 91340)
5. Old Town Newhall-ի գրադարան (24500 Main St, Santa Clarita, CA 91321)
6. Acton Agua Dulce-ի գրադարան (33792 Crown Valley Rd, Acton, CA 93510)
7. Palmdale City-ի գրադարան (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Lancaster-ի գրադարան (601 W Lancaster Blvd, Lancaster, CA 93534)
9. AVL ծրագրի կայքէջ՝ *metro.net/avl*



Ծանոթագրություն. AVL ծրագրի թիմը գրադարանների հետ ճշտել է, որ դրանք բաց են ֆ կարող են փաստաթղթեր ստանալ նշված տեղանքներում:

DEIR-ը նաև գտնվում է «Metro»-ի գլխամասային գրասենյակում (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012):

Metro

Հանրային մեկնաբանությունների աշխատաշրջան
Հանրային լսումներ՝ ամսաթվեր ֆ ժամեր

1. <u>Հանրային լսումները պլանավորված են</u> հետևյալ կերպ՝

 - <u>**Առաջին հանդիպում**</u>.
 Չորեքշաբթի, 2021թ. օգոստոսի 18-ին
 6:00 pm – 7:30 pm

 - <u>**Երկրորդ հանդիպում**</u>.
 Շաբաթ, 2021թ. օգոստոսի 21-ին
 11:00 am – 12:30 pm

2. <u>Հանդիպման ձևաչափը՝</u>

 - **Վիրտուալ հանդիպումներ Zoom-ի միջոցով ֆ հեռախոսով զանգահարելու ընտրանքներ իսպաներենի ֆ հայերենի համար:**
 - Պրեզենտացիաները հրապարակվում են «Metro AVL»-ի կայքէջում՝ օգնելու երաշխավորել, որ պրեզենտացիաները դյուրությամբ մատչելի լինեն «Metro»-ի կայքէջի և Zoom հանդիպման միջոցով:

Metro

Հանրային մեկնաբանությունների աշխատաշրջան

Հանրային մեկնաբանությունների հնարավորություն՝ հանրային լսումների ընթացքում

> Հանդիպման ընթացքում.

- Բանավոր, հեռախոսով (զանգահարելով միացած մասնակիցներ)
- Բանավոր՝ վեբի/Zoom-ով կապվելու միջոցով՝ «Ձեռք բարձրացնել» գործառույթն օգտագործելով
- Գրավոր՝ Zoom-ի «Հարցեր և պատասխաններ» գործառույթի միջոցով
- 2-րոպե տևողությամբ մեկնաբանության ժամանակահատված՝ յուրաքանչյուր ելույթ ունեցողի համար

> 45-օրյա մեկնաբանությունների ժամանակահատված

- **Փոստային հասցե՝** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Ծրագրի էլ.փոստ՝** AVL@metro.net
- **Առցանց մեկնաբանության ձյաթուղթ «Metro AVL» ծրագրի կայքէջում՝** *metro.net/avl*
- **Ծրագրի հեռախոսահամարի շուրջօրյա (24 ժամ) թեժ գիծ** (բանավոր)՝ (213) 922 4844

Metro

Հանրային մեկնաբանությունների աշխատաշրջան 45-օրյա մեկնաբանությունների ժամանակահատվածից հետո հաջորդող քայլերը

> 45-օրյա հանրային վերանայման ժամանակահատվածից հետո «Metro»-ն կսկսի վերջնական EIR-ի նախապատրաստումը

- Ստացված յուրաքանչյուր մեկնաբանություն կարձանագրվի վերջնական EIR-ում
- Մեկնաբանություններին տրված գրավոր պատասխանները, որոնք նշանակալից բնապահպանական խնդիրներ են վեր հանում, կտրամադրվեն վերջնական EIR-ում:

> Ավարտված վերջնական EIR-ը նախքան ծրագրի հաստատումը կվերանայվի «Metro»-ի տնօրենների խորհրդի կողմից:

- EIR-ի նախնական տարբերակի ողջ տեղեկատվությունը, հանրային վերանայումների ընթացքում ստացված մեկնաբանությունները և մեկնաբանություններին տրված պատասխանները հաշվի կառնվեն «Metro»-ի տնօրենների խորհրդի կողմից՝ նախքան ծրագրի հաստատումը:

Metro

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

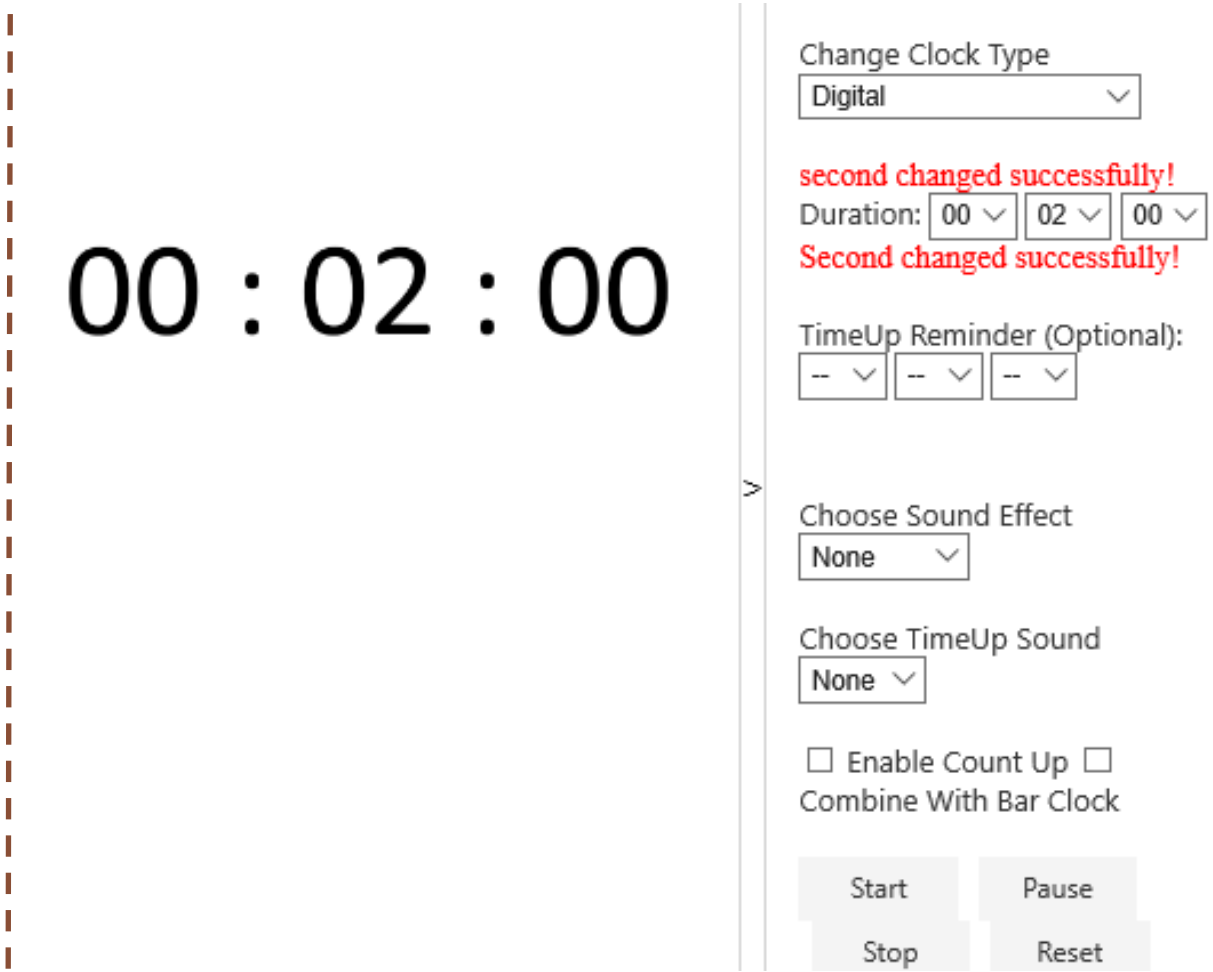
Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro



Երկու րոպե՝ յուրաքանչյուր ելույթ ունեցողի համար

Cómo enviar comentarios públicos

Comentarios públicos

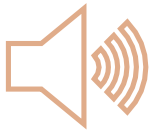
Pedir la palabra:



Usuarios de la aplicación Zoom: Usar la función levantar la mano

Usuarios de teléfono: Marcar *9 para levantar la mano

Cuando sea su turno de hablar:



Usuarios de la aplicación Zoom: Se les pedirá que activen su micrófono

Usuarios de teléfono: Marquen *6 para activar su micrófono

Comentarios por escrito:



Usuarios de la aplicación Zoom: Usar la función de preguntas y respuestas (Q&A)

Usuarios de teléfono: Usar el formulario de comentarios en línea

Metro

Después de la reunión de hoy

Envíe comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021, a las 11:59 p.m.

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Այսօրվա հանդիպումից հետո ինչպես մեկնաբանություններ ուղարկել

- **45-օրյա մեկնաբանությունների ժամանակահատված 2021թ. հուլիսի 28-ից մինչ սեպտեմբերի 10-ը**
- **Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով**



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



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- **Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:**

Metro

APPENDIX H.2

MEETING TRANSCRIPTS – AUGUST 18, 2021

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements

PUBLIC HEARING

August 18, 2021

Case No:

CERTIFIED COPY

Metro Antelope Valley Line Capacity Service Improvements Program

Public Hearing

Wednesday, August 18, 2021

6:00 - 7:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

CERTIFIED COPY

PARTICIPANTS

Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity

and Service Improvements Program

Virtual Public Hearing

Wednesday, August 18, 2021

MS. VALENTINO: Good evening everyone. This is Danielle Valentino LA Metro. We are getting ready to start our public hearing on The Antelope Valley Line Capacity and Service Improvements Program.

We are just giving it a couple seconds here as we let people enter into the virtual meeting room, but we welcome you here, and we're very appreciative of you taking the time to join us this evening.

So just be patient as we allow some folks to join us, and we will get started in just about a minute or so.

Thank you.

As we await our start here, just a reminder if you're an elected official or staff from an elected office or any organization that would like to be acknowledged this evening, please let us know.

You can submit your introduction of who you are into our chat, and we will gladly announce you and welcome you this evening.

With that, we'll get started. If we can move to the

next slide, please.

For this evening's presentation and for the meeting, we will be offering both, of course, English presentation, but we have two rooms for translation. One is for Spanish and one is for Armenian interpretation.

So you'll need to do it in your computer, just click on your interpretation icon in your Zoom application and pick which language you'd like to hear, either Spanish and Armenian is available tonight.

You will see that our Spanish and our Armenian translated presentation have also been posted into the meeting chat this evening.

So can you take a look at the meeting chat and be sure to reference those, and you can also go to our website, which is the Metroavl website, and we have links to the website in our chat, and that will also take you to the presentations that are posted online on our website.

If for any reason you have trouble accessing the presentation through the Zoom, you can access it on our website.

Just a reminder that this meeting is being recorded and all comments and questions can be submitted, if you have any technical issues, through our Q&A.

We also want to make sure that you see the Spanish on the screen as well as Armenian language instructions here.

If you're searching into getting into the interpretation rooms, we do have instructions here on our slide on how to do that.

Next slide, please.

Just a bit of housekeeping before we get into the content of the presentation. Just a reminder that as this meeting is recorded, your cameras are also turned off, and your microphones are also muted.

You can submit, as we mentioned, questions through the Q&A, and you can also use the oral public comment option of simply just raising your hand icon, and we will be aware that you would like to make a comment or a question.

You can also call our phone number at (909) 310-2788 if you have any questions, specifically if you're having any technical issues. We'll do our best to help you. We have a team member there ready to answer the line.

Also, I just want to briefly take a pause as we wait for more to enter the meeting room. We do want to introduce our team that's here on the line. You'll be hearing from several of our team members.

So we will be sharing with you some information about who each person is here. We have Brian Balderrama who is our Senior Director from Metro Regional Rail.

We have Eric Banghart who is our engineer on the project and project manager from Mott MacDonald. We also

have Peter Feldman, who you will see shortly.

Peter Feldman is with the environmental team leading the CEQA process of this project. We also have our outreach team here helping us this evening behind the scenes and you may hear from them if you call the hotline that we gave.

Next slide, please.

As mentioned, these are our presenters this evening, and you'll see their names and titles here. It's in our PowerPoint slides, and we're really looking forward to informing you more this evening about findings from the EIR document.

Next slide.

In terms of purposes of the meeting, we're going to turn this over to Brian Balderrama, but just to queue it up a little bit, we're going to have an overview of the Antelope Valley Line Capacity and Service Improvements Program, essentially the scope and scale of this project and environmental study.

We'll explain the environmental process that's underway since the kick-off during scoping during October and November of last year.

Then we'll also get into the environmental study findings and impacts that have been identified through this draft environmental process.

We'll also then prepare to receive your public

comments at the end of the meeting, and we really do encourage your support and assistance with being clear in your comments and providing your first and last name as well as the organization, if you are willing, that you represent as you make your comment.

With that, we will turn this over to Brian Balderrama, who is our project manager for this effort.

Brian.

MR. BALDERRAMA: Thank you, Danielle.

So for the purposes of this meeting, any time you hear AVL, we will be referring to the Antelope Valley Line.

Next slide.

For our project overview, we'll discuss the service improvements, going into our environmental setting, the stakeholders that have been involved to date, the benefits of the project, the funding that we have to date, and then walk you through our proposed project elements in more detail, as well as a high-level timeline.

Once we get into the second part of our program, we'll discuss what our project impacts are that were identified through our environmental study.

Then lastly before we start our public comment period, we'll go through that exercise of giving you some additional feedback on important things we need for you to know.

Next slide.

The project proposes an expansion of the commuter rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements projects located along this AVL Corridor, if we go from starting from the Balboa project working north, that first Balboa project is located within the City of Los Angeles.

The second project is located in the City of Santa Clarita, and the third would be located in the City of Lancaster at our Lancaster Terminal.

The fourth infrastructure improvement, the Brighton Street to McGinley Avenue Double-Track project has already been environmentally cleared separately as part of Metro's Brighton Double-Track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30-minute bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As an overview for the corridor, the AVL is a 76-mile railroad route owned by Metro and used by operators such as The Southern California Regional Rail Authority.

The the AVL extends from the Los Angeles Union

Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster.

The Union Pacific Railroad operates Class 1 freight rail service on this corridor as well. The route is a Federal Rail Administrative Track Class 4 with a maximum speed up to 79 miles per hour.

Just so you know, there are up to 30 Metro link commuter trains and 12 Union Pacific Freight rail trains per day.

Next slide, please.

Though the proposed project is statutorily exempt from CEQA, Metro wanted to address any community concerns and prepared an EIR study for a more detailed evaluation of the project impacts.

This approach was supported by all project stakeholders specifically the North Los Angeles Transportation Coalition who also serves a project funding partner. It should be noted that technical studies were not completed in isolation.

This EIR considers commutative impacts from projects such as the LINK US, East San Fernando Valley Corridor, The California High Speed Rail Authority Phase 1, and The

Metrolink Score Program Phase 1B. All of those have different websites for you to get additional information on.

If I can get the next slide.

So this is a collection of stakeholders involved in the project that regularly receive project updates for coordination purposes and/or have provided us comments to date during this environmental phase.

This is not a comprehensive list and we hope that it continues to grow with those of you that are joining us tonight.

Next slide, please.

So single-track corridor is equivalent to trying to provide two-way traffic on a single-lane roadway. By providing more double-track at key locations, we will enable twice as many commuter rail trips as currently being proposed with the full build-out of this program.

We will improve the ability to respond to the employment population growth for this corridor for the next 20 years.

We will improve passenger rail service and reliability and also provide the necessary infrastructure to enhance operational flexibility and reliability to our operators.

Next slide, please.

The base project is fully funded at 220 million due

to the Measure M funding from the North Los Angeles Transportation Coalition and State funding through our award from a 2020 grant program.

Now I'd like to turn this over to Eric, so he can walk you through some of the proposed project elements.

MR. BANGHART: Great. Thank you very much, Brian.

Next slide, please.

So there are three proposed project elements I want to go through as we're introducing the map, the Balboa double-tracking, Canyon Siding, and Lancaster Terminal. So I'll go through each one of them.

On the next slide we have the Balboa Double Track Extension. This is right around the area of where the 5 and 14 split in the very northern part of the City of Los Angeles.

It's just over a mile double-tracking project, about 6,300 feet and that's where Brian was talking about to allow better service on this more two way traffic.

The project would be within the existing right-of-way. There may be some encroachments on CalTrans property and then there also will be some work where the alignment falls underneath the 5 Freeway where we would have some column protections to make sure, as we add that additional track in there, that those columns are protected.

On the next slide, we have the Canyon Siding.

Similar to the last one, this is also a double-tracking project that would extend existing siding that's out there today by about 8,400 feet.

We would also add a new crossing to allow trains to change -- pretty much change lanes as Brian mentioned, using the highway example.

That's converting the existing CP turnout to a crossover, that's where the No. 3 is, and then the No. 4 is showing the Golden Oak Road requiring new installation of new traffic signals, new striping throughout the intersection to support a more safe crossing.

We'll also be improving the Santa Clarita station, which is shown on the next slide. So as you can see on this image, this is the existing station there is today.

On the bottom, the black line is the existing single track and then the outlined is the platform, which we refer to as a side platform. So just meaning that the platform is directly to the side of the existing track.

Then you can see at the top of the page we also have the existing station. So that's all what it looks like today.

As we come through with the second track on the next slide, this is what's considered the base option.

If we go to the next slide, this is the base design. So I'll show you several options that we have, but we

have -- for this -- unlike Balboa where we didn't have options, this one does have options.

So as a base design, we will be adding a second track that's labeled there that's closer to the blue line. So kind of the bottom of the page, that's the new second track.

We will be adding a new second side platform. So everything in blue, that blue color or aqua color is all the new things we'll be adding to the station.

So a new track and then a new side platform. So those are all in the base design.

If you go to the next slide, this is Design Option 1, and so based on coordination with our stakeholders, we wanted an option that would allow for a pedestrian underpass instead of having the pedestrian crossing at-grade across the track.

So everything in red is showing what that would entail. So it entails new ADA ramps and a tunnel that goes underneath the tracks and then pops back up to the service right around where the existing side platform is. So that is Design Option 1.

On the next slide, we have Design Option 2. This is kind of a new term. This is what's called a center platform. So instead, remember before we had the side platform, this is a center platform.

So what that means is that both tracks can be accessed from the center platform. Similar to Design Option 1 we're going to access the station via an underground tunnel or an undercrossing.

We'll also be aligning that crossing better with the Santa Clarita Station parking lot. Because the station is up kind of on a hill, this will allow direct access. Instead of the side platform, it will allow direct access to the parking lot and also where a lot of the bus stations are located.

On the next slide, we're now moving down to the Lancaster Terminal improvements as Brian mentioned before. On the slide here, we have the existing station configuration.

At the top of the page is the existing station. So we have two existing Metrolink tracks. We also have between one and two existing UP railroad tracks that are in that area.

Further to the north across Lancaster Boulevard -- so if you look at this image, the image on the bottom is just the north on the other side of Lancaster Boulevard. So just look from left to right, and then as you go to the bottom slide, continue left to right.

This will make more sense here on the next slide, but that just shows what's just to the north of Lancaster Boulevard.

This is where the improvements start coming in. As part of this -- the base design is expanding the existing layover facility to allow trains to be stored, fueled, and also to have operator facilities at the location.

This also includes improvements to Lancaster Boulevard grade crossing. As you can see, the new colors, you can see we have two new storage tracks that are 500 feet and one storage track that is 1,000 feet. We also have the maintenance facility building and also provisions for fueling.

So this is the base design. It has no changes to the existing Lancaster Station. I just want to point that out, because you'll see in our design options, that's when we start to have changes or improvements to the Lancaster Station.

So on the next slide, so nothing changes from the slide I showed you before, still the terminal -- or the storage tracks, which stayed the same, but what you're going to see here is the changes to the station.

So currently out there today there is a slide platform, like I showed in the very first slide for Lancaster. Here we have a center platform instead of that side platform.

This would allow for better operations for passengers and for the trains, and the way we would connect

people to that platform is through what's shown in there in the red, that's the undercrossing.

So that would be -- yeah, that's the undercrossing, underpass, or tunnel that would connect from the existing station parking lot to the platform.

On the next slide, we have Design Option 2. Same exact thing, but instead of using an undercrossing, we would use an overcrossing or a pedestrian bridge. That would allow people to access from the station parking lot, again, but through a bridge.

We do have emergency egress where people can access during emergencies, but those would be only used during emergencies. The main path of travel of pedestrians would be over the top.

Then finally, Design Option 3 is similar with using a center platform, but instead of using a tunnel or a bridge for pedestrians to access the station, we would use at-grade crossings.

So all these options were developed via coordination with our stakeholders to make sure that all of these could be environmentally included in the document.

Next slide.

So just talk about schedule quickly. This just lays out, as Danielle had mentioned before, we started with the notice of preparation, the scoping meetings in October and

November of 2020.

We then completed the technical studies through the winter and the spring. We are now there -- in July 2021, was right when we released the draft EIR. August 2021 is the public hearings that you're at tonight, and then looking to finalize the environmental document in late 2021.

Moving forward in partnership with Metro and Metrolink, they're working together on this project. The project will be handed off to Metrolink to complete the design. That schedule is shown in the bottom.

In the fall of 2021, there's administrative preparation. So that's getting ready for the contracts, getting the contracts for teams to come on board.

In July of 2022, they'll start working on the design and looking for the end of the design phase coming in July 2024. The summer of 2025, looking to work on the actual beginning of construction -- sorry -- December 2024. The bottom shows December 2024 for construction.

With that, I'm going to hand it over to Peter, who is going to talk you through the environmental studies.

MR. FELDMAN: Thank you, Eric. Good evening, everyone. I'm going to provide sort of a Cliffnote summary of the project impacts as well as the proposed mitigation identified in the draft environmental impact report.

This presentation isn't intended to be sort of an

exhaustive summary of all the impacts identified in the EIR, but rather sort of a high-level summary of just the potentially significant impacts identified in the EIR.

So next slide, please.

So starting off with aesthetics and visual impacts, generally for the most part potentially significant impacts were identified mainly in the City of Santa Clarita associated with the Canyon Siding Extension.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the Canyon Siding Project site, and that's mainly due to the presence of construction equipment, as well as construction activities that will be occurring within the site.

Skipping over the bullet right below this and going on to the operational impact at the site, which would be related to kind of permanent alterations to the hillside resulting from a lot of the grading that would take place along the Canyon Siding Extension.

So it would include the chase removal, as well as actual grading that would change sort of the hillside. This would mainly affect views for residence north of the site.

One such view is on this side right here as you can see, and then going back to construction, applicable to all of the capital improvements, the project may require nighttime construction and associated with that would be

nighttime lighting.

So there may be a need for nighttime lighting, which can create, you know, light spillover onto adjacent land uses and just general sort of nighttime disruption to adjacent land uses.

To mitigate these impacts the EIR proposes screening the Canyon Siding site from view for the residence to the north. So that would include, you know, some hopefully visually -- aesthetically pleasing screening of the equipment and construction activities.

For nighttime lighting, the EIR requires that the sites during nighttime be screened from the public, as well as requiring the construction contractor to direct lighting onto areas where construction activity is occurring, essentially limiting any kind of spillover light from the site.

To mitigate permanent impacts to the hillside on the Canyon Siding site, the EIR proposes to provide replacement vegetation consistent with the existing natural vegetation only to the degree to which views of the hillside would change.

Next slide, please.

So for biological resources, as well as water resources, I'll start with biological resources. The EIR determined that construction activities such as site

clearing, vegetation removal has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within several of the capital improvement sites and their surroundings.

With the Balboa Siding Extension -- Balboa Double Track Extension and the Canyon Siding Extension sites presenting the greatest concern, as these areas have undeveloped land and natural areas, which are likely to contain habitat for sensitive species as well as general wildlife.

In particular, nesting birds and bats likely use vegetation structures, such as the I-5 bridge and the Balboa site for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures. I'm not going to go through all of them, but to summarize, they consist mainly of reconstruction surveys to determine if any wildlife is present or sensitive plant species are present on the sites.

They would also include biological monitoring during construction to ensure that none of the construction activities affect either existing wildlife and to hopefully minimize as much habitat disturbance as possible.

Other strategies would include things like

delineating the project sites so that construction personnel don't disturb areas that are either sensitive or do not need to be disturbed. Other mitigation also includes vegetation replacement, once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during a storm event, may carry contaminants into local water bodies downstream from any of the capital improvement sites.

In addition, while not anticipated, there is potential for excavation activities to encounter contaminated groundwater, particularly at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster Terminal improvements, would include a wash facility that would generate waste water requiring proper disposal and handling.

To mitigate these potential impacts, the project would be required to comply with a set of permits, including stormwater discharge permits, which require development of stormwater and pollution prevention plan or watering permits for a groundwater encounter and a stormwater discharge permit for industrial activities to address the watch facility.

Next slide, please.

MS. VALENTINO: Eric, [sic] forgive me for interjecting. I just want to quickly interject, because I

know there's a lot of great substance here.

We have some great folks who have joined us this evening. We just want to acknowledge Supervisor Barger's office, thank you to staff, we have David Perry here. Thank you so much for being here.

Also from Mayor Garcetti's staff we have Doug Mensman, and we also have Jacque, Jacqueline Ayer from the Town of Acton.

So thank you all for being here and forgive the interruption.

MR. FELDMAN: No problem, Danielle.

Cultural, tribal, and Paleontological resources. So for purposes of discussion, cultural resources are different from tribal cultural resources. The former being those resources of historic or prehistoric value.

In the case of this project, we're mainly talking about archeological resources, as there's no historic buildings that have been identified.

The latter, being tribal cultural resources, are those resources considered important Native American tribes. The AVL Corridor has been identified as a tribal cultural resource by the Kizh Nation. According to the tribe, the Corridor was used as a trade and migration route.

In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of

Mission Indians.

No cultural or tribal cultural resources have been identified within the construction footprint of any of the capital improvement sites. There is always potential to encounter unknown resources during excavation of earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archaeological monitoring program, which would include presence of archaeological and tribal monitors during excavation activities, as well as cultural resource monitoring plans, which would prescribe procedures in the event that a potential resource is encountered.

Then just to note, tribal consultation for this project is ongoing and that includes developmental of mitigation to address specific tribal cultural resource concerns.

For paleontological resources, similar to cultural and tribal cultural resources, there's potential for ground-disturbing activities to encounter unknown fossils or geologic resources.

Similarly, mitigation for this potential impact would include paleontological monitoring, a paleontological monitoring program, in very similar fashion to the cultural monitoring program.

Next slide, please.

So far hazards, hazardous materials, geology and soils, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities, these things such as fuels and solvents that are used on construction sites.

Additionally, there is a potential for contaminated soil or groundwater, both due to the historic industrial uses that surround the AVL, as well as the railroad operations that have been going on in the AVL for quite some time.

Moving on to contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese List of Hazardous Waste Sites that requires special consideration written into California law.

Finally, the Balboa Double Track site is located within the City of Los Angeles designated Methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts regarding hazards and hazardous materials, the EIR would require a hazardous materials management plan be developed, as well as a soil and groundwater management plan to address handling and disposal of hazardous materials and wastes.

In addition, the EIR requires preparation of Phase 1

and Phase 2 environmental site assessments to determine any hazardous concerns specific to any of the capital improvement sites, as well as strategies to address such concerns during construction.

These assessments would be conducted as design is further developed on each of the sites.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations to address the methane zone that the Balboa site is located at.

For geology and soils impacts, quite simply the grading activity associated mainly with the Balboa Double Track and the Canyon Siding Extension could result in unstable soils or slopes posing potential seismic concerns or risks.

To adjust this impact, a geotechnical report including recommended seismic design measures will be prepared as the design of the project progress.

Next slide, please.

So for noise and vibration, construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are identified in the slide. Additionally, vibration generated by construction activities

would be likely to exceed vibration annoyance thresholds at residential land uses, and that's for each of the capital improvement sites as well.

I do note that not all construction activities are anticipated to exceed noise limits. Generally, significant noise impacts would only occur during the noisiest or most intensive periods of construction.

To address these impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment horsepower to be used during particular times of day.

Other things such as notification of nearby land uses or residences prior to particular noisy activities, and potentially prescribing noise-dampening equipment, such as, you know, noise blankets to be laid on a particularly noisy construction equipment could be employed at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable. This is mainly due to the proximity of a few sensitive land uses to the construction sites.

There's simply no way to reduce noise during the noisiest portions of construction below the noise limits that

have been identified.

To address vibration impacts, a vibration monitoring plan similar to the noise monitoring plan would be developed. Based on our analysis, all impacts from the proposed service increase would be less than significant.

Next slide, please.

Finally, transportation, air quality, and greenhouse gas. So starting with transportation, construction of the project would result in typical disruptions to local traffic, such as road or lane closures and traffic delays similar to any kind of construction project that is occurring within or near a roadway.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or where construction work is occurring in close proximity to the track.

While the amount of disruption is likely to be limited, to address that impact, a construction service plan would be developed in connection with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions to Metrolink.

To address impacts on local traffic, a construction traffic management plan -- or management plans for each of the sites would be developed to minimize impacts along roadways and sidewalks.

Regarding air quality and greenhouse gas emission, the increase in Metrolink service would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional thresholds.

The portion of the project that is within the South Coast Air Quality District is those areas south of the Antelope Valley essentially.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emission. Our service improvements would result in a decrease in passenger vehicle miles traveled.

The EIR determined the decrease in VMT would not offset the increase in nitrogen oxides and THG emission below applicable thresholds.

Although mitigation is available to address the locomotive emission, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero emission fleet.

The EIR does identify construction period mitigation measures, such as construction equipment specifications to reduce emissions from construction equipment and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emission generated by the project.

Despite our mitigation efforts, the EIR did determine that air quality and greenhouse gas impacts would

be significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to close us out.

MS. VALENTINO: Great. Thank you, Peter, very helpful information.

I know it's a substantive meeting this evening, so we appreciate all of you for your patience as we are getting through a lot of our findings and wanting to make sure we're as complete in sharing those as possible.

As Peter mentioned, full details are in the environmental report. So you do want to review that and in terms of where to review the environmental document, we have the EIR available on the Antelope Valley Line, the Metro website for the project.

So you'll be able to access that at your convenience through our Metro website at metro.net/avl, and then we also have several library locations along the corridor where you can access the environmental document in the physical copy form.

So here's a list of those locations and we're very intentional in wanting to ensure that there was at least a library along the 76-mile corridor where you could access this.

So please take a look at that list, and hopefully that will work for you. These libraries are open at the

moment. Things are always changing, but you should be able to access it there in person if you prefer instead of digitally.

We also have a copy at our Metro headquarters building. If you need to schedule an appointment, we can work something out with that.

Next slide, please.

Just a reminder, we have two virtual hearings related to the environmental document at this phase of project.

So this one is obviously this evening, and we will have another one on Saturday, August 21st, this Saturday, starting at 11:00 a.m.

So we encourage everybody to attend both or just one, rest assured it's really the same information in terms of PowerPoint slides. You may get a variety of questions, but it's certainly the same project information being presented at both meetings.

We also have, in terms of the meeting format, of course, it's really focused on presentation followed by the formal comment receipt.

We also have a court reporter with us at both meetings. So you'll be able to feel assured that our court reporter is recording your comments and questions today.

Next slide.

Now, during the public comment session, which we are going to be starting here shortly, just a reminder that we are accepting comments verbally by telephone.

So feel free to make a phone call to us today through the telephone lines offered. We will be able to actually take your call on the line and hear your verbal comment.

You can also just submit through our Zoom connection, you can just raise your hand, just use the raise your hand icon, and we'll allow you to speak through the web connection as well.

You can also submit your question or comment through the Q&A, and you will have about two minutes per speaker. So we will indicate to you once your two minutes are up.

If we have time, we will allow you to stand in the virtual line to make another comment or ask a question. So just know that we will honor the two-minute cutoff. We have a 45-day comment period. So you will have 45 days to submit any formal comments related to the EIR.

So feel free to, at your leasure, review the document on your time, and just make sure you submit your comment by September 10th, no later than 11:59 p.m. if you can. So we can make sure we get that included in the environmental document.

You can also send your comments by regular mail to

the project manager, who is Brian Balderrama. He is the Deputy Executive Officer for LA County MTA, and you can reach him at One Gateway Plaza, Mail Stop 99-17-2, Los Angeles 90012.

You can e-mail your comment to the project e-mail at AVL@metro.net, and you can submit your comment through the online comment form, if that's easier, at metro.net/avl.

Lastly, you can also call our 24-hour hotline. In case you want to skip typing or writing, you can just call at any time. Our project hotline will record your comment, and so that number is (213) 922-4844.

I'm actually going to make sure I said that correctly, because it wasn't big enough for me. The phone number is (213) 922-4844 to submit your verbal comment.

Next slide.

Great. So we are going to get going here. We're going to start our comment period of 45-day review. After we receive all of your comments by September 10th, the team will review them and start compiling them into their final environmental document.

At which point the team will bring this to the Metro Board of Directors for purposes of Metro Board getting updated and having the opportunity to review the comments and essentially certify that the environmental document has been complete and moving us on to our next steps in this project

development process.

Next slide, please.

Great. So before we get underway on public comment this evening, just a quick reminder. If you wish to request to speak, just use your Zoom application by raising your hand feature. You have the hand feature there so just raise that.

If you're on the phone, you can just basically dial star 9, that will indicate to us you're waiting to speak.

Also, when it's your turn to speak, if you're using the Zoom application, you'll be prompted to unmute your microphone.

That usually takes a couple seconds, so don't worry, we'll wait for you. Once you're unmuted, you'll be able to speak. If you're a phone user, just dial star 6 to unmute your microphone.

Again, written comments are welcome at any time including after the meeting, you can always submit your comments before midnight September 10th.

You can also submit comments today during the meeting in the Q&A function. So just submit it on the Q&A, or you can also use the online comment format at metro.net/avl.

Then, that's it. We've gone over our contact tools, but, again, just our e-mail address, AVL@metro.net. (213) 922-4844 is the project hotline available to you at any

time during the 45 days and beyond.

Then you can also reach us at our website and review all of our information and content on the website as well, which is metro.net/avl, and comments are due Friday, September 10th, 2021 at 11:59.

Next slide.

Okay. Great. So we're going to get started here. We are going to have two minutes per speaker. Like I said, we will not cut you off if you have multiple comments. You can, assuming time permits, we'll let you come back and submit another two-minute comment.

So with that, let me go ahead and take a look at who is in the queue of submitting comments. We have one comment/question submitted through the Q&A function from a Mr. Hardy.

David Hardy wrote: When will the Metrolink Vista Canyon Station open and the Via Princessa Station close?

So that may be one we have to get back to you on, but I did want to raise that out loud in case there is anyone on the team that is able to share more information on that.

Brian, is there any information you're able to share on this item?

MR. BALDERRAMA: As far as receiving announcements, Metro has not received an announcement for the opening of the new station.

As soon as we get some of those advanced notifications from Metrolink, we in turn do our support for public outreach, so that everybody can be informed.

We will definitely reach out to Metrolink after this to get accurate information, and as the operator for the Antelope Valley Line Corridor, it's at Metrolink's discretion to close any stations at this time.

I know they're evaluating all current stations that are supporting the City of Santa Clarita. So once this new station goes online, that would be four stations supporting the city.

MS. VALENTINO: Great. Thank you for that. That's very helpful context, and we will be able to also give you some further feedback in the EIR.

I'm moving on here just to make sure we don't miss anyone. We have Andrew Buenko who has submitted a comment through the Q&A. Thank you, Andrew.

His comment is: Any plans to extend it to Reno?

I can just quickly share that that's not in the current scope of work for this particular project.

But, Brian, any feedback?

MR. BALDERRAMA: Correct. That would be outside of the scope of work. The current terminus is the City of Lancaster.

Metrolink continually monitors market segments where

they can grow in any direction, and at the time, there isn't current plans to to extend this line beyond where it terminates today.

MS. VALENTINO: Great. Thank you. Thank you, Mr. Buenko. Appreciate it. We appreciate your comment.

David, we have another comment here from David Hardy submitted through the Q&A.

The comment is: The San Fernando tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double-track tunnel would be the ideal.

Thank you, Mr. Hardy. We will take note of that and include your comments in the EIR.

We have another comment here from Mr. Andrew Buenko. His question is: How will it affect the new station, which is under construction in Vista Canyon, Canyon County?

So how will this project affect the new station in Vista Canyon?

Brian, any feedback there?

MR. BALDERRAMA: So once the new station comes online, any enhanced service proposed through this program would directly impact new potential services beyond what one would see as far as an available schedule to them as soon as Vista Canyon were to open.

Meaning, if construction for our program is targeted

by 2024, it would -- you would see incremental increases of service up until then and then changes to the Metrolink schedule.

MS. VALENTINO: Okay. Great. Thank you.

We have a question here, this one is verbal from Bart Reed. Welcome Bart Reed. We'll turn it over to you and start our two-minute timer.

Bart, actually, I should first make sure you can get on the line okay. Are you able to speak?

Remember to press star 6 to unmute your mic. Okay. You might have -- maybe he -- you can call us back.

MR. REED: No, no, no, hello?

MS. VALENTINO: Okay. Great.

MR. REED: -- an unmute feature.

MS. VALENTINO: We hear you.

MR. REED: Looks like Danielle Valentino.

MS. VALENTINO: Hi there, go ahead.

MR. REED: So here's the question here, actually three just pointing me in the direction, but are there any community betterments in these segments?

The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there.

But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges

across the tracks for the community, anything of that nature?

MS. VALENTINO: Thank you. Good question, and ahead of your time.

Brian, would you be able to give a context to that?

MR. BALDERRAMA: Yes. So, Bart, for any of our proposed improvements that pass an existing at-grade crossing, regardless of the improvements that are occurring at that specific location, the project proposes to make sure that they're quiet zone ready so that we, through the project, install all of the infrastructure that is required and would enable the sponsoring city to follow through with federal requirements in order to move that crossing to an actual quiet zone location.

MS. VALENTINO: Great. Thank you, Brian, and thank you, Bart.

We're going to move on to the next caller who is waiting on the line. This is Jacqueline Ayer calling, Town of Acton.

Jacqueline, welcome, go ahead.

It always takes a few seconds for people to get off of mute. Remember to press star 6 to unmute your mic.

Hi, Jacqueline, remember to press star 6 to unmute your mic.

All right. Well, we'll be here for you, don't worry, we're not going far away. So we'll come back to you

in a couple minutes.

We're going to move on to Ms. Anjie Preston, who submitted a question in the Q&A.

The question is: If you missed a portion of today's presentation, are the Zoom slides available?

Great question. Yes, Anjie, we do have them available on our website because we were really appreciative of the community and stakeholders feedback during our scoping meetings that it's really helpful to have these slides on our website as well as th Zoom meetings.

So if you go to our website, even right now, you'll see them there, the English, Spanish, and Armenian are available through the Metro project website, which is metro.net/avl, and you'll see them on the right-hand side of our project page. Feel free to reach out if you have any trouble finding it.

Okay. Great. Next question we have from Michael, Michael Bertell, and his question is: Will the construction be going 24 hours, or will it be regulated hours?

Great question. Brian, is that something --

MR. BALDERRAMA: So that level of detail is unknown at this time. Right now we're just trying to make sure that we account for any conservative design changes in this environmental clearance.

As we proceed forward through the final design,

we'll get a better idea of the duration, construction hours, impacts.

One of the things that you will definitely see well ahead of any construction, are public meetings, notifications letting everyone know what those impacts are and your ability to provide comments before a contract is executed.

MS. VALENTINO: Great. Thank you, Brian. Just a reminder in the PowerPoint deck and in the chat, we do have a telephone line.

If anyone is having technical difficulty, feel free to call and reach out to that 909 telephone number because we do have someone here on our team diligently trying to troubleshoot anyone having any trouble.

So feel free to reach out, and we'll actually make sure that phone number is shared in the chat, so you can see it in the chat.

When our team has a moment, Thomas, perhaps, can announce the number on the call so everyone can hear it verbally as well.

We're going to move on to Mr. Hardy who submitted a question in the Q&A. The question is: How about considering an AVL extension to the California High Speed Rail terminus in Bakersfield?

That's an interesting question. That's definitely not in the scope of this project, but we can definitely take

that down as feedback of interest, but certainly not in the scope of this project.

I'll move on to the next question. Jacqueline Ayer submitted a -- she's raising her hand. So Jacque, we're going to be here for you. Whenever you're ready, you just want to press star 6 to unmute your mic, and we will be glad to take your verbal comment.

Again, if you're having any trouble, you can reach the 909 phone number, and when Thomas or Maria has a moment, feel free to share that telephone number in the chat or verbally on the meeting and make sure that our stakeholders like Jacque are able to reach you if they're having any trouble.

MR. REESE: Of course, no problem. Our technical support number is: Area code (909) 310-2788.

We just want to remind folks, if you're raising your hand via Zoom, you'll see a prompt on your screen that will ask you unmute yourself.

It's actually letting you know that the host has asked you to unmute yourself, so you can go ahead and ask your question that way.

If you're calling in on the phone, that's when you'll dial star 6, but if you're joining us via Zoom, just go ahead and accept the prompt on the screen to go ahead and unmute yourself.

MS. VALENTINO: Thank you, Thomas. Thank you for sharing that phone number, and, yeah, I assume that Jacqueline may be joining us by telephone, not Zoom, but, maybe try to reach us through Zoom too.

We have a question here from Bart Reed. This is a verbal question, so we'll go ahead and turn this over to you, Bart.

You have two minutes once you're ready.

MR. REED: Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor Barger's office, and Doug is there from the Mayor's office.

Who is -- even though it's not -- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley segment. Who is her -- just can you tell me who that is?

MS. VALENTINO: Yeah, sure. We work with staff, I know Brian's team's been working with staff from that office on other projects as well, and I know they have quite a number of staff there, there's Madaylnn More, there is a list of names.

I don't want to bore you with those, but we can certainly help you connect with that office if you have anything in particular you want to reach out them on.

MR. REED: Can you help me there? Because the staff

already has a relationship with them -- I believe, the assistant CEO at Metro right now so -- move forward --

MS. VALENTINO: No problem. No problem.

MR. REED: -- but if you could -- you got my contact. So if could you forward that to me, that would be great.

Is there also a contact -- you work with with Councilmemeber Krekorian's Office to replace David Mensman?

MS. VALENTINO: Absolutely. Yeah, Brian, I know has worked with that office on this project quite a bit too, and we can connect you with the staff who has been roped in on this as well.

MR. REED: Okay. Well, as soon as I can get those -- you both have my e-mail. So we'll be able to deal with that.

Thank you.

MS. VALENTINO: You're welcome.

Okay. We have another comment through the Q&A. This is from Anjie Preston, and Anjie your question is: Does Metrolink have any plan to coordinate arrival times with the ADTA?

Great question. Is that something -- you know, I can say that we, as an agency, certainly try to coordinate, and we can certainly pass this question and suggestion onto, of course, Metrolink and to the ADTA and just ensure that

they're aware of that concern and that good question.

So we will do that and include your question in the final environmental report as well.

Great. Well, we have a little bit of time. Feel free to take a look at the environmental document that is on our website and take a look and see if there's anything there you have questions about.

If you don't get to that today, that's fine. We will accept your follow-up questions or comments through September 10th until about 11:59, and we'll be sure to include those as well in this process.

Also, if you have a minute while you think of your question, feel free to submit -- feel free to let us know how you heard about the meeting. Metro is always trying to look for new ways and improved ways to reach people.

So while we used walking man in some areas of the corridor that had wanted that, we also did mailers. We did a lot of e-blasts and social media advertising and newspaper advertisements throughout the corridor.

So we'd be happy to hear how you heard about the meeting tonight, so we can learn what might be the best way to reach you moving forward.

We did get a question coming in here from Jose Ubaldo, who asked, when are we going to be going to the Metro Board?

I believe Brian mentioned that will be at the end of this year. So he's nodding his head that that's the case. So we will be going there end of this year and sharing an update before we move into the next phase of the project.

Jacqueline Ayer is on the line waiting to share her verbal comment. So Jacqueline feel free if you're joining us through Zoom, dial star 9 to raise your hand so we can get you unmuted, or if you're joining through the regular telephone line, feel free to dial star 6 to unmute your mic.

MS. AYER: Okay. They're not hearing me.

MS. VALENTINO: We can hear you.

MS. AYER: Can you hear me now?

MS. VALENTINO: Very well.

MS. AYER: Okay. Am I speaking on the phone or on the Zoom? I have three different platforms open now.

TECHNICAL SUPPORT: On the phone, ma'am. You're fine.

MS. AYER: Okay. Fine. Thank you.

I was surprised to hear the -- can you -- I'm sorry. Ms. Valentino, can you shake your head yes or no if you can hear me? Because I can't hear you at all.

MS. VALENTINO: I can hear you.

MS. AYER: Okay. Great. Thank you.

I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet

zones in the noise impact assessment. Particularly, the community of Acton.

I wanted to point out that your noise assessment has ignored LA County general plan requirements and doesn't even address LA County general plans requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should ever exceed 65 decimals at any time at night or 70 during the day.

Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws.

Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR.

First and first foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL.

All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down.

You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attentuations

barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours.

I have probably another minute and a half of comment. So, I guess, I'll just get back in line.

MS. VALENTINO: That sounds very good, Jacqueline. No problem at all. We are at the two minutes but feel free to come back, and we'll be here for you.

Okay. Thank you so much. We're moving, for the moment, on to Mr. Bart Reed.

Bart we see that your hand is raised, and we're ready when you are.

MR. REED: We're getting better here.

Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments.

What's the funding status on that?

Also, what is the funding status on the Roxford South Double Track, is that funded?

I know you mentioned earlier it was environmental cleared, but what's the funding status on both?

Who can help me with that answer?

MS. VALENTINO: Great. Thank you.

Brian can certainly chime in on those questions.

Brian.

MR. BALDERRAMA: Yes. So in our presentation, the base designs that were shown for the three capital improvement projects are included in that full funding for the $220,000,000.

Out of that is it that Segment 1 from Brighton to McGinley that is included in the funding for this project that would be part of that larger project you are referring to for Brighton and Roxford.

Now that project was segmented into four different segments. So of that, the one of the four segments would be included in the funding that was currently shown.

MS. VALENTINO: Great. Thank you, Brian. Bart, I hope that answered your questions, feel free to dial back if any clarification is needed there.

We are moving on to No. 7232. We have a raised hand, verbal comment, we encourage you to, if you can, say your name, first and last name, and the organization you're speaking on behalf of today, if you're willing to do so.

If you're joining us through the Zoom app, make sure to dial star 9 to raise your hand, so we can unmute you, or if you're through the regular telephone, just dial star 6 to unmute your mic.

MS. SERESERES: Hello. My name is Frances Sereseres. I'm not sure if I am unmuted.

MS. VALENTINO: We can hear you very well. Go

ahead.

MS. SERESERES: Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission.

My question is: For the Lancaster area, I have -- I'm also involved with AVTA. My question is: Will be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when there's the heat and for the cold.

We have more problems with that. I know -- I think that you get into -- you work together with the City of Lancaster, but I thought I'd still bring it up to your attention if something can be done about that.

Also, how can I get on Zoom? All I can get on right now is on the phone.

I was hoping that I can get some answers on the improvements for Lancaster because our station is the last station, and we need some work done on our station. I would appreciate it and so would our people and our community here.

Thank you very much for listening to me, and God bless you all.

MS. VALENTINO: Thank you. Thank you so much for your comment. We really appreciate it.

Just to let you know, there are improvements proposed for Lancaster and you'll find -- if for some reason you can't get on Zoom tonight, you'll find those details on the website as well in our presentation.

You can always reach out to us, and we can point exactly where that is on the website if you need any assistance.

Brian can also verbalize some of those improvements to you that were covered in the presentation.

MR. BALDERRAMA: Yeah. In addition to some of that information that you'll find on the project, separate, you mentioned bus stops, bus connection, AVTA is currently constructing a new bus station less than a block to the Palmdale station, which will included additional amenities.

Go ahead and probably reach out to AVTA project website to get additional information, and then you can go to our project webpage to see the details of what we're proposing for the Palmdale station, which would include modifications to the station platforms --

MS. VALENTINO: Brian, sorry to interject, you mean Lancaster stations, right?

MR. BALDERRAMA: Lancaster. Thank you. Thank you. Thank you for the clarification. Lancaster station.

Then you'll see the standard amenities with that as well.

MS. VALENTINO: Great. Thank you so much. Thank you to the caller. We really appreciate your feedback, and we'll be including your comments in the environmental document as well, and there will be some additional information in response to that.

We're moving on here to the next person on the line. This is a verbal comment from Jacqueline Ayer.

Jacqueline, we're ready when you are.

MS. AYER: Yes. Can you hear me?

MS. VALENTINO: Very well.

MS. AYER: All right. Thank you.

I wanted to also identify some of the general plan policies that are important.

In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night.

Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those.

Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from

existing noise, such as facility modifications or changing from locomotive to electric.

These are not the circumstances presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are -- excuse me -- you're able to define project noise separately from existing noise.

So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria.

If you'd done so, you'd see that there was significant impacts across the board and the community of Acton.

Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards.

So under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project.

Also, we're going to, again, requested you include noise mitigation in our community in the form of quite zones.

Finally, I'd like to ask where -- based on what Mr. Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are.

If they are in Acton, then please accept my apologies, but if they're not, then please explain why, because the noise levels in Acton -- ambient noise levels in Acton are oftentimes larger than they are in the urban areas where quiet zones are probably been installed.

Thank you.

MS. VALENTINO: Great. Thank you very much, Jacqueline. We appreciate your feedback, and excuse me, I'm turning off a ringer here.

Thank you for that. We will get back to you in the environmental document as well, and we don't have any additional questions right now in the queue.

If there's anything that either the project team, you know, wishes to clarify, feel free.

Also for the members of the public who tuned in, we really thank you so much for making the time in your evening to learn about a very important project and taking the time to share your concerns and your comments and questions.

A lot of you joined us during scoping and have been following this project development since then and we really do value that, and we will have a better project as a result of your engagement. So thanks again.

Just a reminder, if you're wanting to make a comment or ask a question, you can use the Q&A feature in the Zoom chat, and you can also use the telephone lines or make a

verbal comment through the Zoom application.

Okay. Great. Jacqueline did submit a question through the Q&A just now.

There is a question here about: Where are the proposed quiet zones going to be set up? Where is the project going to set up quiet zones?

So I think Brian may have touched on that a little bit, but we'll open that up and see if there's any clarification to be made.

MR. BALDERRAMA: Sure. So for clarification, when the project has a direct impact at an existing at-grade crossing, the project proposes to include quiet-zone-ready infrastructure.

The project is not proposing quiet zones for mitigation. The actual step -- the final step would require information from that individual jurisdiction in order to make it a quiet-zone-ready -- well, a quiet-zone corridor or a quiet-zone crossing.

We, as a project, will provide all of the necessary infrastructure to allow for that to happen where we have a direct impact.

MS. VALENTINO: Great. Thank you. Thank you for that clarification, and we do have another caller on the line.

Bart Reed, we are here to receive your verbal

comment, and we'll start the time --

MR. REED: Unmute, unmute, okay. Great.

The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet.

Is that -- did I get that right?

There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate?

Is it designed for four car train sets or three car trains sets? How many train sets will accommodate with these tracks?

MR. BALDERRAMA: So thank you, Bart, for the question. It's going to be one thousand-foot section and two 500-foot sections.

So with that additional capacity, the tailend of the line would be able to provide all of the additional locomotives for build-out of this program.

So that's looking at seven or eight train sets in that area, but that is full build-out.

MS. VALENTINO: Great. Thank you, Brian. Thank you, Bart, for the question.

We still have a little bit of time. We did schedule the meeting to be ending at 7:30, so we will not leave earlier than that.

Again, feel free to -- as you think of questions on the project, feel free to also, in the Q&A, let us know how you heard of the meeting, and we will utilize that feedback in our next phase and future projects, make sure we reach you all that much better.

Okay. Another question submitted here. This is from Jacqueline Ayer, and the question is: So are you saying that you will be putting in this quiet-zone-project infrastructure in Acton? In other words, where are the quiet-zone-ready locations?

Okay. Great. So I also would mention that, I think, what Brian was sharing earlier is the project is being designed and engineered to be quite-zone ready in the specifications.

Brian, I'm not sure if you can add more to this.

MR. BALDERRAMA: So I think she's asking for specific locations. So if we were talking about the Lancaster terminal improvement, it would be the adjacent at-grade crossing there.

If we're talking about the Canyon Siding, there is one adjacent at-grade crossing there that we're impacting at that location.

Then the same for Balboa. I think we're approaching one of the at-grade crossings at that location, and if we are, we will be providing quiet-zone-ready infrastructure at

that at-grade crossing.

MS. VALENTINO: Okay. Great. Thank you, Brian. Jacqueline, we hope that helped clarify, and, again, we will be including your questions and the feedback into the environmental document as well.

Okay. Mr. Bart Reed, we see your hand is raised, so feel free to go ahead.

MR. REED: Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of?

Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles?

I mean, there's not going to be a -- I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of?

Are they going to go from Lancaster to Via Princessa? What is the plan?

MS. VALENTINO: Great question. I don't know if we can answer all that today, but Brian.

MR. BALDERRAMA: So the plan would be two-fold, Bart, based on your question depending on the time of the day. For actual mobilization, this is why there's a big partnership that Metro has with Metrolink.

They're doing all the simulation modeling right now. They will being leading the efforts to take that into operation and final design to make sure we work through all those details well in advance.

MS. VALENTINO: Okay. Great. Bart, we hope that helps clarify. If not, feel free to call back in.

MR. BALDERRAMA: We actually have Metrolink folks joining us today. So if they wanted to go ahead and make any announcements, comments, please feel free to do so.

MS. VALENTINO: Great. We're grateful to our agency partners who have dialed in, and we really appreciate you being here and listening to the good feedback of the public and being part of the extended effort to evaluate this project.

Okay. We have another question that just came through the Q&A here, again, from Jacqueline Ayer. The question is: So are you not including the impacts of where the trains are stored, and how many trains are stored in the EIR?

Impacts related to where the trains are stored in the EIR, I think there is a section that addresses that. I don't know to what detail.

Brian?

MR. BALDERRAMA: Yes. So in our sections that cover air quality, as well as noise we accounted for the

locomotives and additional service that we would be providing. So those sections would be where you would find that additional information.

MS. VALENTINO: Great. And a reminder that the environmental document, if you joined us late, the environmental document is on the Metro website, electronic version.

Then also you'll see a list of locations, in the PowerPoint presentation tonight of all the physical locations as long the 76-mile corridor where you can see the document as well.

So feel free to let us know if you have any trouble accessing any of those locations for review of the document.

Okay. Great. So we have a minute, I think, I see some comments are getting into the chat here. Okay. Jacqueline Ayer sent a follow-up question.

Jacqueline, I'll go ahead and read that here, this is through the Q&A. So the comment is: You just answered a gentleman's question about where the trains would be stored and how many will be stored, and you said that those details are still being worked out by Metrolink.

Okay. We've gotten your comment. We're talking that down. We will include it in the study. I don't know if there's anything more we can say today on this one topic.

MR. BALDERRAMA: Well, for clarification, Danielle,

his question was directed towards where the trains were going to be -- it's a service question and operation.

He wanted to make sure if they were coming -- it's called dead-heading when you send it from Union Station to the end of the line, it waits, and then it comes back into service, or if it was only going to originate out from Union Station.

Our response is, as Metrolink is our partner and operator, that decision is solely on them, but we just worked for them to account for the number of trains that we would need in order to build out this program.

MS. VALENTINO: Thank you for that. Okay. Jacqueline, we hope that clarification helps a little bit, and it is two, one is operational, one service.

So we're taking your feedback here, but, again, don't hesitate to circle back if you're missing something here. I know we have a lot to follow up on in the environment.

Okay. We have another comment here in the Q&A that just came in from Councilmemeber McLean. Thank you very much for being here for the City of Santa Clarita, we really appreciate it.

We do see your comment here that, you don't have a question at this time, you just wanted to thank everyone for providing this presentation.

We really appreciate your good word and you being here and hearing the feedback. We know you've been a big champion for transit improvements and transportation in the north county, and so we really appreciate you being here tonight.

We still have a few minutes, about five minutes left, so no worries, we won't turn off the meeting right away, we'll give it a beat.

We just appreciate everybody being a part of this process, and just a reminder that after the draft environmental process wraps up and we collected all comments by Septometer 10th, the team is going to be reviewing those comments in much more close detail than we are able to tonight and providing feedback and responses to your comments and questions in the final environmental document.

As mentioned by Brian earlier tonight, the final document, they anticipate to complete by the end of the year so that they can get back to the Metro Board with an update on the status of the final document before they move into the next phase of project.

So we thank you all, and we did get another question coming in here from Bart Reed. Bart, your hand is raised, so we're ready for your verbal comment

MR. REED: I'd like to get a clarification here. If I understand the project -- the south end of the project is

at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments.

There is no project -- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2- or 3,000 feet in Sylmar.

It does not -- the project -- if I understand this right, the project does not include Acton; is that correct?

MS. VALENTINO: The proposed improvements, the three proposed improvements under study, those three infrastructure improvements that Eric reviewed today, those three are not directly in the town of Acton, but I'll let Eric speak to that.

MR. BANGHART: To clarify, the project itself is the entire corridor from Los Angeles Union Station all the way to Lancaster, so the 76, 77 miles.

There are three proposed improvement elements as part of the project, and those are the Balboa, Canyon, and Lancaster as we talked about, but the entire project is all the way from Los Angeles Union Station to Lancaster.

MS. VALENTINO: Right. The study area, the Antelope Valley Line Corridor that is already built and running services, as Eric said, is the study corridor and that is the area of study running the service from Union Station to Lancaster.

There are three specific infrastructure improvements that are going to be built, potentially, as a result of this EIR that are part of the -- that are being studied in the EIR.

Then there's the other project, just to clarify, the Brighton to Roxford, specifically the Brighton and McGinley segment of Brighton and Roxford, that's already been cleared but is part of this larger improvement as well to achieve higher service and higher increased, enhanced liability on the corridor.

Okay. Great. So we have another couple questions coming in through the Q&A, and just a quick reminder, time check, it's 7:29, so we're certainly going to accommodate these.

We will have two minutes per speaker, so we'll turn this over to Jacqueline Ayer. I see that you left a question in the Q&A, and so your question is: Please clarify that they are doubling the number of trains through Acton.

So we can take that question, and I don't know if we can 100 percent confirm the exact number tonight through this project.

Brian, do you have any feedback -- or Eric?

I believe they're enabling -- they're creating a project that could enable and allow for the doubling of train services through the corridor, but there is an operational

service funding component that extends beyond the scope of this EIR.

Eric.

MR. BANGHART: Yeah, to build on the previous question of the study area, that's why the study area includes all the way to Union Station, to allow for 30-minute bidirectional service to Santa Clarita and 60-minute bidirectional service to Lancaster.

So that question of through Acton, yes, it's 60-minute bidirectional service through Lancaster. I agree with -- again, I can't remember exactly if it's doubling, but it is 60-minute, which is roughly around the question. Yes, it's increased service through the town of Acton.

MS. VALENTINO: Definitely increased service through the town of Acton in Eric's clarification there, and your question specifically will be included in the document for follow-up and response.

That's an important question and, yes, there will be increased train service and transit service as a result of this project. That's the goal.

Thank you so much everyone for your great questions and concerns. This is how we make a project from good to great, hopefully, with your help.

I do see we have -- actually, a couple more came through, we're not going to cut you off, we're going to do

this.

So we want to turn this over to Anjie Preston. Okay. You submitted through the Q&A, we'll read it for you.

Your question is: Does Metrolink anticipate returning to a schedule that allows express trains anytime soon?

Metrolink is on the line listening to your good question, so we will make sure to share this question with Metrolink officially and include response in the environmental document.

I don't think we probably have -- as the Metro environmental team, I don't think we have a response to that at the moment.

We're going to move on to a question from Mr. Boehnert, this is Fred Boehnert. Thank you for your question in the Q&A.

The question is: Will the running time -- will the running time from end to end significantly decrease when the project is completed?

We can safely say the goal is to improve the reliability and service frequency, but that is a good nuance question you raised here.

Will the running time end to end significantly decrease after project completion?

Eric, do you want to speak to that?

MR. BANGHART: Yeah. I want to void the word "significantly" during an environmental call, but I would say Danielle said it correctly, the purpose of the project is to improve frequency and service reliability.

The speed of trains themselves are governed more by, you know, other things, but the goal of the project is frequency and service reliability.

MS. VALENTINO: Great. Thank you, Eric.

Again, Mr. Boehnert, we'll include this important question in the document and have hopefully a little more feedback for you there.

Well, with that, we don't want to run over our spector time, it is 7:33. We don't have any further questions here in the queue.

So just a quick final reminder -- we can turn to the next slide, just a quick reminder of our contact tools after this evening.

You can always submit your comment on your own time through September 10th, 11:59 at night, and you can submit it through the regular mail to Brian Balderrama at this mailing address listed here, also on our website, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

You can submit it at any time to our e-mail address at avl@metro.net and also through the telephone hotline, you can record a verbal message and that will also count towards

the environmental comment on the document, and that's (213) 922-4844.

You can find this presentation, as well as the Armenian and Spanish translations on our website at metro.net/avl.

So with that, we thank you all very very much, and we hope we might see some of you on Saturday starting at 11:00 a.m. this August 21st for our second virtual hearing, and we will look forward to seeing you then.

Thank you so much, and have a great evening.

Take care.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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APPENDIX H.3

MEETING TRANSCRIPTS – AUGUST 21, 2021

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Metro Antelope Valley Line Capacity Improvements Program

PUBLIC HEARING

August 21, 2021

Case No:

CERTIFIED COPY

Metro Antelope Valley Line Capacity Service Improvements Program

Public Hearing

Saturday, August 21, 2021

11:00 - 12:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

CERTIFIED COPY

PARTICIPANTS

Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Nancy Verduzco
Danielle Valentino
Eric Banghart
Ben Lopez
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Virtual Public Hearing
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions?

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels.

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line.

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis.

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX I

PUBLIC COMMENTS RECEIVED

APPENIDX I.1

PUBLIC COMMENT MATRIX

APPENDIX I.1
PUBLIC COMMENT MATRIX

Stakeholder	Organization/ Affiliation	Stakeholder Type	Date Received	Source	Category	Issue / Comment	Follow up Action
DEIR Public Hearing (7/28 - 9/10/2021)							
Dylan Gilberto		Interested Party	07/28/21	Email	High-capacity Transit Service Support	Hello, Being that this project is mainly adding double track to some sections of the existing line, I don't think there is anything of concern or to oppose in the draft EIR. I fully support increasing service to bring trains every 30 minutes between Santa Clarita and Downtown Los Angeles. As a Burbank resident, the easiest and most convenient way to go downtown is Metrolink. Though this is not mentioned in the EIR (as far as I can tell), I believe Metro and Metrolink should go further and add trains every 15 minutes between Burbank Airport and Downtown Los Angeles. Nearly that entire route is already double tracked, and a 15 minute frequency would make this section operate almost like a metro line. Every 30 minutes is a huge and welcome improvement over existing service already, but 15 minute service would mean you could arrive at the station without needing to check a timetable or worry about missing your train. I believe that this kind of service would attract even more riders, and would take even more cars off of the heavily congested 5 freeway that runs parallel to this section of the Antelope Valley Line. Thank you! Dylan Giliberto	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jonathan P. Canuela	California Natural Resources Agency	Agency	08/03/21	Email	Environmental	Mr. Balderrama, The existing rail line crossing over the California Aqueduct at Milepost 65.24 (Page 3.1 of DEIR State Clearinghouse No. 2020109001) has no indication of improvement or modification as part of the proposed program. Please confirm, or if you have detailed information about the California Aqueduct crossing please let me know. Thank you.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Numan Parada		Interested Party	08/17/21	Email	Alternative Concepts Service	To whom it may concern, Thank you for providing this opportunity to provide input regarding improvements to the Metrolink Antelope Valley line. I would like to provide the following suggestions: 1. Please consider building a second tunnel through the Newhall Pass. Though I believe the existing proposals will make frequent service a reality with just one tunnel, a second tunnel would provide future capacity for regional trains. 2. Add additional AV train runs in such a way that they provide synchronized transfers with Amtrak Pacific Surfliners originating and ending in San Diego, especially the final Surfliner trips for the day. The proposed infrastructure must make this possible. Thank you once again. I look forward to seeing these much needed improvements. -Numan Parada	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	When will the Metrolink Vista Canyon Station open and Via Princess station close?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Andrew Buenko		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Stops/ Transit Connections	Any plans to extend it to Reno?	Comment and tech team's response will be added to Draft EIR public comment chapter.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	The San Fernando Tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double track tunnel would be ideal.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Andrew Buenko		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service Stops/ Transit Connections	How will it affect new station which is under construction in Vista Canyon, Canyon Country?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Other	If you missed a portion of today's presentation, are the Zoom slides available?	Comment and tech team's response will be added to Draft EIR public comment chapter.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	High-capacity Transit Service Stops/ Transit Connections	How about considering an AVL extension to the Cal high speed rail terminus in Bakersfield?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Does Metrolink have any plans to coordinate arrival times with AVTA?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Community Health Safety	Where is this project going to set up quiet zones?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	So are you saying that you will be putting in this quiet zone project infrastructure in Acton? In other words, where are the "Quiet Zone" ready locations?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	So you are not including the impacts of where the trains are stored and how many trains are stored in this EIR?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	You just answered a gentleman's question about where the trains will be stored and how many they will be stored and you said that those details are still being worked out by Metrolink.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Marsha McLean	City of Santa Clarita	Elected Office	08/18/21	Virtual Public Hearing - Q&A Function	Support	I don't have a question at this time, just want to thank you for providing this presentation. Marsha McLean, Councilwoman	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Service	Please clarify that they are doubling the number of trains through Acton	Comment and tech team's response will be added to Draft EIR public comment chapter.
Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Does Metrolink anticipate returning to a schedule that allows express trains any time soon?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Fred Boehnert		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Will the running time end-to-end significantly decrease when the project is completed?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor's Barger's office, and Doug is there from the Mayor's office. Who is-- even though it's not-- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley Segment. Who is her-- just can you tell me who it is? Can you help me there? Because the staff already has a relationship with them -- I believe, the CEO at Metro right now so-- move forward. Okay. Well, as soon as I can get those -- you both have my email. So we'll be able to deal with that. Thank you.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet zones in the noise impact assessment. Particularly the community of Acton. I wanted to point out that your noise assessment has ignored LA County general plan requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should never exceed 65 decimals at any time at night or 70 during the day. Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws. Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR. First and foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL. All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down. You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attenuation barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours. I have probably another minute and a half of comment. So I guess I'll just get back in line.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments. What's the funding status on that? Also, what is the funding status on the Roxford South Double Track, is that funded? I know you mentioned earlier it was environmental cleared, but what's the funding status on both? Who can help me with that answer?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		So here's the question, actually three just pointing me the direction, but are there any community betterments in these segments? The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there. But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges across the tracks for the community, anything of that nature?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Frances Sereseres		Interested Party	08/18/21	Virtual Public Hearing - Verbal		Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission. My question is: For the Lancaster area, I have-- I'm also involved with AVTA. My question is: Will you be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when ther's the heat and for the cold. We have more problems with that. I know -- I think that you get into-- you work together with the City of Lancaster, but I htought I'd still bring it up to your attention if something can be done about that. Also, how can I get on Zoom? All I can get on right now is the phone. I was hoping that I can get som answers on the improvements for Lancaster because our station is the last station, and we need some work done our station. I would appreciate it and so would our people and our community here. Thank you very much for listening to me, and God bless you all.	Comment and tech team's response will be added to Draft EIR public comment chapter.

Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I wanted to also identify some of the general plan policies that are important. In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night. Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those. Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from existing noise, such as facility modifications or changing from locomotive to electric. These are not the circumstaces presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are-- excuse me-- you're able to define project noise separately from existing noise. So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria. If you'd done so, you'd see that there was significant impacts across the board and the community of Acton. Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards. SO under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project. Also, we're going to, again, request you include noise mitigation in our community in the form of quiet zones. Finally, I'd like to ask where--based on what Mr Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are. If they are in	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet. Is that-- did I get that right? There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate? Is it designed for four car train sets or three car train sets? How many train sets will accommodate with these tracks?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of? Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles? I mean, there's not going to be a --I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of? Are they going to go from Lancaster to Via Princessa? What is is the plan?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I'd like to get clarification here. If I understand the project-- the south end of the project is at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments. There is no project-- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2-or 3,00 feet in Sylmar. It does not-- the project-- if I understand this right, the project does include Acton; is that correct?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Adam Spieckermann		Interested Party	08/20/21	Email	Service Support	As a Santa Clarita homeowner and Metrolink user: I support the Balboa double track extension I support the Canyon siding extension and prefer the island platform option. I support both the Lancaster storage track additions. I support the Lancaster island platform with a grade crossing. Having used other Metrolink station island platforms, I do not think a grade separated crossing is necessary to access an island platform, these proposed grade separations are a waste of money that could be better allocated to additional double track projects. These proposed grade separations are also a waste of time, as they unnecessary delay the implementation of needed improvements with the much longer construction schedules of grade separations . Metrolink should provide a calculation of the cumulative monetary harm imposed on the AV riders and communities by the delays caused by the longer construction schedules of these grade separations and should provide an explanation of why this monetary harm is necessary. I approve of all the double track and siding extensions proposed in phase two of the Antelope Valley line improvements. I strongly disapprove that this Environmental Impact Report	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Perias Pillay	Southern California Transit Advocates	Key Stakeholder	08/21/21	Virtual Public Hearing - Q&A Function	Support	The chat feature is disabled, so I'm using the Q&A to answer your question. I'm a daily Metro (Rail and Bus) rider and occasional Metrolink rider (mostly the San Bernardino Line). I don't use the AVL but I am interested in all transit improvements.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Ian Pari	City of Santa Clarita	Agency	08/21/21	Virtual Public Hearing - Q&A Function	Safety	Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal pre-emptions?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/21/21	Virtual Public Hearing - Q&A Function	Other	I did not do the analysis - the Acton Town Council contacted a local engineer and they did the analysis.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Mattew Pearson		Interested Party	08/21/21	Virtual Public Hearing - Verbal		Okay. It says that this was an optional EIR because expansions of this sort are exepmt under California law, and I think for good reason. So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there to improve services, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes? The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running. Yeah, that was it.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/21/21	Virtual Public Hearing - Verbal		My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together. We had an engineering evaluation done using the data from your Draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the community of Acton. It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community. Ten miles of the project as I said is in the community of Acton, and so your draft EIR noise assessment did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insult of 65 decimals and 70 decimals. So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shoes that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. All the residents within 1,5000 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards. So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community. Thank you.	Comment and tech team's response will be added to Draft EIR public comment chapter.

Robert Frampton		Interested Party	08/22/21	Email	Service	Brian, My notes indicate that there are 4 parts to this project. I will read the DEIR to see whether it includes the Brighton to McGinley Double track. Here are my notes: Metrolink Antelope Valley Line, SCRRA. The draft EIR was released in July, 2021, The major capital projects that will be funded through this USDOT TIRCP grant include: •Balboa Double Track Extension, just south of I-5/SR-14 Interchange, which will allow for additional capacity and passing; •Lancaster Terminal Improvements, including new layover and light maintenance facilities; •Canyon Siding Extension, which allows for additional passing in the Santa Clarita Valley area; and •Brighton to McGinley Double Track, a key segment of the critical Brighton-to-Roxford Double Track project, which will add capacity and additional passing between Sylmar and Burbank.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Brian Yanity	Rail Passenger Association of California & Nevada	Key Stakeholder	08/22/21	Email	Support	Dear Mr. Balderrama, The Rail Passenger Association of California and Nevada (RailPAC) is a two-state organization with membership throughout California and Nevada. RailPAC is a strong advocate for an expanded comprehensive public transportation network serving the entire state of California as well as Nevada. RailPAC is an all-volunteer non-profit passenger rail advocacy group, founded in 1978. RailPAC fully supports the three capital projects in Antelope Valley Line (AVL) Capacity and Service Improvements Program Draft Environmental Impact Report (EIR): • Balboa Double Track Extension located in the City of Los Angeles • Canyon Siding Extension located in the City of Santa Clarita • Lancaster Terminal Improvements located in the City of Lancaster The three projects assessed in the EIR will provide the capacity required to allow Metrolink to increase AVL service to all-day 30-minute bi-directional headways between Los Angeles Union Station and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. Upon completion, these three projects will benefit thousands of rail passengers each day on the Metrolink AVL- enabling	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Ruby Kwan-Davis	California Department of Fish & Wildlife	Agency	08/30/21	Email	Environmental	Hi Brian, Since our site visit is on 9/9 and comments on the EIR are due 9/10, may I please have an extension on providing CDFW's comments? It would help if you could allow me some more time to consider any information I may gather during the site visit. Thank you for considering.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Robert Frampton		Interested Party	08/25/21	Email	Other Service	Brian, This paragraph on pg 20 of the AVL DEIR answers the question on the Brighton to McGinley double track extension. It reads: To achieve these service scenarios the AVL Study identified four capital improvements which were recommended for their combination of operational benefits and cost effectiveness. These capital improvements are identified in the study as the Balboa Double Track Extension, Canyon Siding Extension, Lancaster Terminal Improvements, and the Brighton to McGinley Double Track. The Brighton to McGinley Double Track improvement was approved separately as part of the Brighton to Roxford Double Track Project. This EIR assesses the three remaining capital improvements required for implementation of Service Scenarios 1, 2 and 3, as presented in the AVL Study and supported by the Metro Board. Cumulative impacts are also assessed. Could you send me a copy of the DEIR for the Brighton to Roxford Double Track Project? Thanks Robert Frampton, Pasadena	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Joseph Sanders	California Highway Patrol	Agency	09/03/21	Email	Safety	Good Afternoon, No impact to any Southern Division Area local operations and/or public safety by SCH# 2020109001 was identified. Thank you, Joseph Saunders, Sergeant	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bianca Enciso	California Highway Patrol	Agency	08/24/21	Email	Safety	Good afternoon, Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site: https://ceqanet.opr.ca.gov/2020109001/3 Due to the project's geographical proximity to Southern Division, please use the attached checklist to assess its potential impact to local Area/Section operations and public safety. If impact is determined, responses should be e-mailed directly to Los Angeles County Metropolitan Transportation Authority (Lead Agency) with cc to SCH, respective Division, and myself. Please feel free to e-mail me if you have any questions. Thank you! Kind regards,	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Larissa De La Cruz	City of Lancaster	Agency	09/07/21	Emailed Letter	Other Support	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Arthur V. Sohikian	North Los Angeles County Transportation Coalition	Agency	09/10/21	Emailed Letter	Support	See letter attached	Comment and tech team's response will be added to Draft EIR public comment chapter.
Matthew Cervantes	California Public Utilities Commission - Rail Crossings and Engineering Branch	Agency	09/10/21	Emailed Letter	Alternative Concepts Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	09/10/21	Emailed Letter	Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Joel Bareng	City of Santa Clarita	Agency	09/10/21	Emailed Letter	Other Safety Support	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Arnold Hackett	Metrolink	Agency	09/10/21	Emailed Letter	Alternative Concepts Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Ruby Kwan-Davis	California Department of Fish and Wildlife	Agency	09/10/21	Emailed Letter	Environmental	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Anthony Higgins	Cal Trans	Agency		Emailed Letter	Other Parking Safety	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jose Dennis Alabaso	California Abilities Network	Interested Party	08/31/21	Comment Form (online)	Additional Route Concepts	Do you think it's possible if the Antelope Valley Line could have a newly joint extended passenger rail service with Amtrak California continuing from Palmdale, Lancaster, the proposed Tehachapi Amtrak Station and all the way through Bakersfield Amtrak Station and vice versa?	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
DEIR Public Hearing (Post-Comment Period)							
Abu Yusuf	Los Angeles County Department of Public Works	Agency	09/21/21	Email	Other	See email attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Rudy Campos		Interested Party	10/12/21	Comment Form (online)	Safety	THE ANTELOPE VALLEY SYLMAR/SAN FERNANDO STATION PLATFORM COULD USE UP-GRADE SECURITY LIGHTING,PLATFORM SEATING AND MORE SECURITY AT PLATFORM TICKET MACHINE . THANK YOU	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Peggy Harris	Union Pacific	Agency	10/15/21	Emailed Letter	Safety Service	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Jairo F. Avila, M.A., RPA	Fernandeño Tataviam Band of Mission Indians	Key Stakeholder	11/4/2021	Email	Other	Hello Brian, The Cultural Resource Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians thank you for the opportunity to review the draft Archaeological and Tribal Cultural Resource Technical Report. The CRM Division finds the mitigation measures to be acceptable for the proposed Project. The CRM Division has no further comments at this time. We look forward to reviewing the mitigation measures once finalized. We also look forward to reviewing the CRMP once a draft is available for review and comments. Should there be any changes or updates, please feel free to let me know.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

APPENDIX B

Public Hearing Transcripts

PUBLIC HEARING NO. 1

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements

TRANSCRIPT OF PROCEEDINGS

August 18, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Wednesday, August 18, 2021

6:00 - 7:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

CERTIFIED COPY

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Wednesday, August 18, 2021

MS. VALENTINO: Good evening everyone. This is Danielle Valentino LA Metro. We are getting ready to start our public hearing on The Antelope Valley Line Capacity and Service Improvements Program.

We are just giving it a couple seconds here as we let people enter into the virtual meeting room, but we welcome you here, and we're very appreciative of you taking the time to join us this evening.

So just be patient as we allow some folks to join us, and we will get started in just about a minute or so.

Thank you.

As we await our start here, just a reminder if you're an elected official or staff from an elected office or any organization that would like to be acknowledged this evening, please let us know.

You can submit your introduction of who you are into our chat, and we will gladly announce you and welcome you this evening.

With that, we'll get started. If we can move to the

next slide, please.

For this evening's presentation and for the meeting, we will be offering both, of course, English presentation, but we have two rooms for translation. One is for Spanish and one is for Armenian interpretation.

So you'll need to do it in your computer, just click on your interpretation icon in your Zoom application and pick which language you'd like to hear, either Spanish and Armenian is available tonight.

You will see that our Spanish and our Armenian translated presentation have also been posted into the meeting chat this evening.

So can you take a look at the meeting chat and be sure to reference those, and you can also go to our website, which is the Metroavl website, and we have links to the website in our chat, and that will also take you to the presentations that are posted online on our website.

If for any reason you have trouble accessing the presentation through the Zoom, you can access it on our website.

Just a reminder that this meeting is being recorded and all comments and questions can be submitted, if you have any technical issues, through our Q&A.

We also want to make sure that you see the Spanish on the screen as well as Armenian language instructions here.

If you're searching into getting into the interpretation rooms, we do have instructions here on our slide on how to do that.

Next slide, please.

Just a bit of housekeeping before we get into the content of the presentation. Just a reminder that as this meeting is recorded, your cameras are also turned off, and your microphones are also muted.

You can submit, as we mentioned, questions through the Q&A, and you can also use the oral public comment option of simply just raising your hand icon, and we will be aware that you would like to make a comment or a question.

You can also call our phone number at (909) 310-2788 if you have any questions, specifically if you're having any technical issues. We'll do our best to help you. We have a team member there ready to answer the line.

Also, I just want to briefly take a pause as we wait for more to enter the meeting room. We do want to introduce our team that's here on the line. You'll be hearing from several of our team members.

So we will be sharing with you some information about who each person is here. We have Brian Balderrama who is our Senior Director from Metro Regional Rail.

We have Eric Banghart who is our engineer on the project and project manager from Mott MacDonald. We also

have Peter Feldman, who you will see shortly.

Peter Feldman is with the environmental team leading the CEQA process of this project. We also have our outreach team here helping us this evening behind the scenes and you may hear from them if you call the hotline that we gave.

Next slide, please.

As mentioned, these are our presenters this evening, and you'll see their names and titles here. It's in our PowerPoint slides, and we're really looking forward to informing you more this evening about findings from the EIR document.

Next slide.

In terms of purposes of the meeting, we're going to turn this over to Brian Balderrama, but just to queue it up a little bit, we're going to have an overview of the Antelope Valley Line Capacity and Service Improvements Program, essentially the scope and scale of this project and environmental study.

We'll explain the environmental process that's underway since the kick-off during scoping during October and November of last year.

Then we'll also get into the environmental study findings and impacts that have been identified through this draft environmental process.

We'll also then prepare to receive your public

comments at the end of the meeting, and we really do encourage your support and assistance with being clear in your comments and providing your first and last name as well as the organization, if you are willing, that you represent as you make your comment.

With that, we will turn this over to Brian Balderrama, who is our project manager for this effort.

Brian.

MR. BALDERRAMA: Thank you, Danielle.

So for the purposes of this meeting, any time you hear AVL, we will be referring to the Antelope Valley Line.

Next slide.

For our project overview, we'll discuss the service improvements, going into our environmental setting, the stakeholders that have been involved to date, the benefits of the project, the funding that we have to date, and then walk you through our proposed project elements in more detail, as well as a high-level timeline.

Once we get into the second part of our program, we'll discuss what our project impacts are that were identified through our environmental study.

Then lastly before we start our public comment period, we'll go through that exercise of giving you some additional feedback on important things we need for you to know.

Next slide.

The project proposes an expansion of the commuter rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements projects located along this AVL Corridor, if we go from starting from the Balboa project working north, that first Balboa project is located within the City of Los Angeles.

The second project is located in the City of Santa Clarita, and the third would be located in the City of Lancaster at our Lancaster Terminal.

The fourth infrastructure improvement, the Brighton Street to McGinley Avenue Double-Track project has already been environmentally cleared separately as part of Metro's Brighton Double-Track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30-minute bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As an overview for the corridor, the AVL is a 76-mile railroad route owned by Metro and used by operators such as The Southern California Regional Rail Authority.

The the AVL extends from the Los Angeles Union

Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster.

The Union Pacific Railroad operates Class 1 freight rail service on this corridor as well. The route is a Federal Rail Administrative Track Class 4 with a maximum speed up to 79 miles per hour.

Just so you know, there are up to 30 Metro link commuter trains and 12 Union Pacific Freight rail trains per day.

Next slide, please.

Though the proposed project is statutorily exempt from CEQA, Metro wanted to address any community concerns and prepared an EIR study for a more detailed evaluation of the project impacts.

This approach was supported by all project stakeholders specifically the North Los Angeles Transportation Coalition who also serves a project funding partner. It should be noted that technical studies were not completed in isolation.

This EIR considers commutative impacts from projects such as the LINK US, East San Fernando Valley Corridor, The California High Speed Rail Authority Phase 1, and The

Metrolink Score Program Phase 1B. All of those have different websites for you to get additional information on.

If I can get the next slide.

So this is a collection of stakeholders involved in the project that regularly receive project updates for coordination purposes and/or have provided us comments to date during this environmental phase.

This is not a comprehensive list and we hope that it continues to grow with those of you that are joining us tonight.

Next slide, please.

So single-track corridor is equivalent to trying to provide two-way traffic on a single-lane roadway. By providing more double-track at key locations, we will enable twice as many commuter rail trips as currently being proposed with the full build-out of this program.

We will improve the ability to respond to the employment population growth for this corridor for the next 20 years.

We will improve passenger rail service and reliability and also provide the necessary infrastructure to enhance operational flexibility and reliability to our operators.

Next slide, please.

The base project is fully funded at 220 million due

to the Measure M funding from the North Los Angeles Transportation Coalition and State funding through our award from a 2020 grant program.

Now I'd like to turn this over to Eric, so he can walk you through some of the proposed project elements.

MR. BANGHART: Great. Thank you very much, Brian.

Next slide, please.

So there are three proposed project elements I want to go through as we're introducing the map, the Balboa double-tracking, Canyon Siding, and Lancaster Terminal. So I'll go through each one of them.

On the next slide we have the Balboa Double Track Extension. This is right around the area of where the 5 and 14 split in the very northern part of the City of Los Angeles.

It's just over a mile double-tracking project, about 6,300 feet and that's where Brian was talking about to allow better service on this more two way traffic.

The project would be within the existing right-of-way. There may be some encroachments on CalTrans property and then there also will be some work where the alignment falls underneath the 5 Freeway where we would have some column protections to make sure, as we add that additional track in there, that those columns are protected.

On the next slide, we have the Canyon Siding.

Similar to the last one, this is also a double-tracking project that would extend existing siding that's out there today by about 8,400 feet.

We would also add a new crossing to allow trains to change -- pretty much change lanes as Brian mentioned, using the highway example.

That's converting the existing CP turnout to a crossover, that's where the No. 3 is, and then the No. 4 is showing the Golden Oak Road requiring new installation of new traffic signals, new striping throughout the intersection to support a more safe crossing.

We'll also be improving the Santa Clarita station, which is shown on the next slide. So as you can see on this image, this is the existing station there is today.

On the bottom, the black line is the existing single track and then the outlined is the platform, which we refer to as a side platform. So just meaning that the platform is directly to the side of the existing track.

Then you can see at the top of the page we also have the existing station. So that's all what it looks like today.

As we come through with the second track on the next slide, this is what's considered the base option.

If we go to the next slide, this is the base design. So I'll show you several options that we have, but we

have -- for this -- unlike Balboa where we didn't have options, this one does have options.

So as a base design, we will be adding a second track that's labeled there that's closer to the blue line. So kind of the bottom of the page, that's the new second track.

We will be adding a new second side platform. So everything in blue, that blue color or aqua color is all the new things we'll be adding to the station.

So a new track and then a new side platform. So those are all in the base design.

If you go to the next slide, this is Design Option 1, and so based on coordination with our stakeholders, we wanted an option that would allow for a pedestrian underpass instead of having the pedestrian crossing at-grade across the track.

So everything in red is showing what that would entail. So it entails new ADA ramps and a tunnel that goes underneath the tracks and then pops back up to the service right around where the existing side platform is. So that is Design Option 1.

On the next slide, we have Design Option 2. This is kind of a new term. This is what's called a center platform. So instead, remember before we had the side platform, this is a center platform.

So what that means is that both tracks can be accessed from the center platform. Similar to Design Option 1 we're going to access the station via an underground tunnel or an undercrossing.

We'll also be aligning that crossing better with the Santa Clarita Station parking lot. Because the station is up kind of on a hill, this will allow direct access. Instead of the side platform, it will allow direct access to the parking lot and also where a lot of the bus stations are located.

On the next slide, we're now moving down to the Lancaster Terminal improvements as Brian mentioned before. On the slide here, we have the existing station configuration.

At the top of the page is the existing station. So we have two existing Metrolink tracks. We also have between one and two existing UP railroad tracks that are in that area.

Further to the north across Lancaster Boulevard -- so if you look at this image, the image on the bottom is just the north on the other side of Lancaster Boulevard. So just look from left to right, and then as you go to the bottom slide, continue left to right.

This will make more sense here on the next slide, but that just shows what's just to the north of Lancaster Boulevard.

This is where the improvements start coming in. As part of this -- the base design is expanding the existing layover facility to allow trains to be stored, fueled, and also to have operator facilities at the location.

This also includes improvements to Lancaster Boulevard grade crossing. As you can see, the new colors, you can see we have two new storage tracks that are 500 feet and one storage track that is 1,000 feet. We also have the maintenance facility building and also provisions for fueling.

So this is the base design. It has no changes to the existing Lancaster Station. I just want to point that out, because you'll see in our design options, that's when we start to have changes or improvements to the Lancaster Station.

So on the next slide, so nothing changes from the slide I showed you before, still the terminal -- or the storage tracks, which stayed the same, but what you're going to see here is the changes to the station.

So currently out there today there is a slide platform, like I showed in the very first slide for Lancaster. Here we have a center platform instead of that side platform.

This would allow for better operations for passengers and for the trains, and the way we would connect

people to that platform is through what's shown in there in the red, that's the undercrossing.

So that would be -- yeah, that's the undercrossing, underpass, or tunnel that would connect from the existing station parking lot to the platform.

On the next slide, we have Design Option 2. Same exact thing, but instead of using an undercrossing, we would use an overcrossing or a pedestrian bridge. That would allow people to access from the station parking lot, again, but through a bridge.

We do have emergency egress where people can access during emergencies, but those would be only used during emergencies. The main path of travel of pedestrians would be over the top.

Then finally, Design Option 3 is similar with using a center platform, but instead of using a tunnel or a bridge for pedestrians to access the station, we would use at-grade crossings.

So all these options were developed via coordination with our stakeholders to make sure that all of these could be environmentally included in the document.

Next slide.

So just talk about schedule quickly. This just lays out, as Danielle had mentioned before, we started with the notice of preparation, the scoping meetings in October and

November of 2020.

We then completed the technical studies through the winter and the spring. We are now there -- in July 2021, was right when we released the draft EIR. August 2021 is the public hearings that you're at tonight, and then looking to finalize the environmental document in late 2021.

Moving forward in partnership with Metro and Metrolink, they're working together on this project. The project will be handed off to Metrolink to complete the design. That schedule is shown in the bottom.

In the fall of 2021, there's administrative preparation. So that's getting ready for the contracts, getting the contracts for teams to come on board.

In July of 2022, they'll start working on the design and looking for the end of the design phase coming in July 2024. The summer of 2025, looking to work on the actual beginning of construction -- sorry -- December 2024. The bottom shows December 2024 for construction.

With that, I'm going to hand it over to Peter, who is going to talk you through the environmental studies.

MR. FELDMAN: Thank you, Eric. Good evening, everyone. I'm going to provide sort of a Cliffnote summary of the project impacts as well as the proposed mitigation identified in the draft environmental impact report.

This presentation isn't intended to be sort of an

exhaustive summary of all the impacts identified in the EIR, but rather sort of a high-level summary of just the potentially significant impacts identified in the EIR.

So next slide, please.

So starting off with aesthetics and visual impacts, generally for the most part potentially significant impacts were identified mainly in the City of Santa Clarita associated with the Canyon Siding Extension.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the Canyon Siding Project site, and that's mainly due to the presence of construction equipment, as well as construction activities that will be occurring within the site.

Skipping over the bullet right below this and going on to the operational impact at the site, which would be related to kind of permanent alterations to the hillside resulting from a lot of the grading that would take place along the Canyon Siding Extension.

So it would include the chase removal, as well as actual grading that would change sort of the hillside. This would mainly affect views for residence north of the site.

One such view is on this side right here as you can see, and then going back to construction, applicable to all of the capital improvements, the project may require nighttime construction and associated with that would be

nighttime lighting.

So there may be a need for nighttime lighting, which can create, you know, light spillover onto adjacent land uses and just general sort of nighttime disruption to adjacent land uses.

To mitigate these impacts the EIR proposes screening the Canyon Siding site from view for the residence to the north. So that would include, you know, some hopefully visually -- aesthetically pleasing screening of the equipment and construction activities.

For nighttime lighting, the EIR requires that the sites during nighttime be screened from the public, as well as requiring the construction contractor to direct lighting onto areas where construction activity is occurring, essentially limiting any kind of spillover light from the site.

To mitigate permanent impacts to the hillside on the Canyon Siding site, the EIR proposes to provide replacement vegetation consistent with the existing natural vegetation only to the degree to which views of the hillside would change.

Next slide, please.

So for biological resources, as well as water resources, I'll start with biological resources. The EIR determined that construction activities such as site

clearing, vegetation removal has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within several of the capital improvement sites and their surroundings.

With the Balboa Siding Extension -- Balboa Double Track Extension and the Canyon Siding Extension sites presenting the greatest concern, as these areas have undeveloped land and natural areas, which are likely to contain habitat for sensitive species as well as general wildlife.

In particular, nesting birds and bats likely use vegetation structures, such as the I-5 bridge and the Balboa site for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures. I'm not going to go through all of them, but to summarize, they consist mainly of reconstruction surveys to determine if any wildlife is present or sensitive plant species are present on the sites.

They would also include biological monitoring during construction to ensure that none of the construction activities affect either existing wildlife and to hopefully minimize as much habitat disturbance as possible.

Other strategies would include things like

delineating the project sites so that construction personnel don't disturb areas that are either sensitive or do not need to be disturbed. Other mitigation also includes vegetation replacement, once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during a storm event, may carry contaminants into local water bodies downstream from any of the capital improvement sites.

In addition, while not anticipated, there is potential for excavation activities to encounter contaminated groundwater, particularly at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster Terminal improvements, would include a wash facility that would generate waste water requiring proper disposal and handling.

To mitigate these potential impacts, the project would be required to comply with a set of permits, including stormwater discharge permits, which require development of stormwater and pollution prevention plan or watering permits for a groundwater encounter and a stormwater discharge permit for industrial activities to address the watch facility.

Next slide, please.

MS. VALENTINO: Eric, [sic] forgive me for interjecting. I just want to quickly interject, because I

know there's a lot of great substance here.

We have some great folks who have joined us this evening. We just want to acknowledge Supervisor Barger's office, thank you to staff, we have David Perry here. Thank you so much for being here.

Also from Mayor Garcetti's staff we have Doug Mensman, and we also have Jacque, Jacqueline Ayer from the Town of Acton.

So thank you all for being here and forgive the interruption.

MR. FELDMAN: No problem, Danielle.

Cultural, tribal, and Paleontological resources. So for purposes of discussion, cultural resources are different from tribal cultural resources. The former being those resources of historic or prehistoric value.

In the case of this project, we're mainly talking about archeological resources, as there's no historic buildings that have been identified.

The latter, being tribal cultural resources, are those resources considered important Native American tribes. The AVL Corridor has been identified as a tribal cultural resource by the Kizh Nation. According to the tribe, the Corridor was used as a trade and migration route.

In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of

Mission Indians.

No cultural or tribal cultural resources have been identified within the construction footprint of any of the capital improvement sites. There is always potential to encounter unknown resources during excavation of earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archaeological monitoring program, which would include presence of archaeological and tribal monitors during excavation activities, as well as cultural resource monitoring plans, which would prescribe procedures in the event that a potential resource is encountered.

Then just to note, tribal consultation for this project is ongoing and that includes developmental of mitigation to address specific tribal cultural resource concerns.

For paleontological resources, similar to cultural and tribal cultural resources, there's potential for ground-disturbing activities to encounter unknown fossils or geologic resources.

Similarly, mitigation for this potential impact would include paleontological monitoring, a paleontological monitoring program, in very similar fashion to the cultural monitoring program.

Next slide, please.

So far hazards, hazardous materials, geology and soils, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities, these things such as fuels and solvents that are used on construction sites.

Additionally, there is a potential for contaminated soil or groundwater, both due to the historic industrial uses that surround the AVL, as well as the railroad operations that have been going on in the AVL for quite some time.

Moving on to contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese List of Hazardous Waste Sites that requires special consideration written into California law.

Finally, the Balboa Double Track site is located within the City of Los Angeles designated Methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts regarding hazards and hazardous materials, the EIR would require a hazardous materials management plan be developed, as well as a soil and groundwater management plan to address handling and disposal of hazardous materials and wastes.

In addition, the EIR requires preparation of Phase 1

and Phase 2 environmental site assessments to determine any hazardous concerns specific to any of the capital improvement sites, as well as strategies to address such concerns during construction.

These assessments would be conducted as design is further developed on each of the sites.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations to address the methane zone that the Balboa site is located at.

For geology and soils impacts, quite simply the grading activity associated mainly with the Balboa Double Track and the Canyon Siding Extension could result in unstable soils or slopes posing potential seismic concerns or risks.

To adjust this impact, a geotechnical report including recommended seismic design measures will be prepared as the design of the project progress.

Next slide, please.

So for noise and vibration, construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are identified in the slide. Additionally, vibration generated by construction activities

would be likely to exceed vibration annoyance thresholds at residential land uses, and that's for each of the capital improvement sites as well.

I do note that not all construction activities are anticipated to exceed noise limits. Generally, significant noise impacts would only occur during the noisiest or most intensive periods of construction.

To address these impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment horsepower to be used during particular times of day.

Other things such as notification of nearby land uses or residences prior to particular noisy activities, and potentially prescribing noise-dampening equipment, such as, you know, noise blankets to be laid on a particularly noisy construction equipment could be employed at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable. This is mainly due to the proximity of a few sensitive land uses to the construction sites.

There's simply no way to reduce noise during the noisiest portions of construction below the noise limits that

have been identified.

To address vibration impacts, a vibration monitoring plan similar to the noise monitoring plan would be developed. Based on our analysis, all impacts from the proposed service increase would be less than significant.

Next slide, please.

Finally, transportation, air quality, and greenhouse gas. So starting with transportation, construction of the project would result in typical disruptions to local traffic, such as road or lane closures and traffic delays similar to any kind of construction project that is occurring within or near a roadway.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or where construction work is occurring in close proximity to the track.

While the amount of disruption is likely to be limited, to address that impact, a construction service plan would be developed in connection with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions to Metrolink.

To address impacts on local traffic, a construction traffic management plan -- or management plans for each of the sites would be developed to minimize impacts along roadways and sidewalks.

Regarding air quality and greenhouse gas emission, the increase in Metrolink service would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional thresholds.

The portion of the project that is within the South Coast Air Quality District is those areas south of the Antelope Valley essentially.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emission. Our service improvements would result in a decrease in passenger vehicle miles traveled.

The EIR determined the decrease in VMT would not offset the increase in nitrogen oxides and THG emission below applicable thresholds.

Although mitigation is available to address the locomotive emission, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero emission fleet.

The EIR does identify construction period mitigation measures, such as construction equipment specifications to reduce emissions from construction equipment and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emission generated by the project.

Despite our mitigation efforts, the EIR did determine that air quality and greenhouse gas impacts would

be significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to close us out.

MS. VALENTINO: Great. Thank you, Peter, very helpful information.

I know it's a substantive meeting this evening, so we appreciate all of you for your patience as we are getting through a lot of our findings and wanting to make sure we're as complete in sharing those as possible.

As Peter mentioned, full details are in the environmental report. So you do want to review that and in terms of where to review the environmental document, we have the EIR available on the Antelope Valley Line, the Metro website for the project.

So you'll be able to access that at your convenience through our Metro website at metro.net/avl, and then we also have several library locations along the corridor where you can access the environmental document in the physical copy form.

So here's a list of those locations and we're very intentional in wanting to ensure that there was at least a library along the 76-mile corridor where you could access this.

So please take a look at that list, and hopefully that will work for you. These libraries are open at the

moment. Things are always changing, but you should be able to access it there in person if you prefer instead of digitally.

We also have a copy at our Metro headquarters building. If you need to schedule an appointment, we can work something out with that.

Next slide, please.

Just a reminder, we have two virtual hearings related to the environmental document at this phase of project.

So this one is obviously this evening, and we will have another one on Saturday, August 21st, this Saturday, starting at 11:00 a.m.

So we encourage everybody to attend both or just one, rest assured it's really the same information in terms of PowerPoint slides. You may get a variety of questions, but it's certainly the same project information being presented at both meetings.

We also have, in terms of the meeting format, of course, it's really focused on presentation followed by the formal comment receipt.

We also have a court reporter with us at both meetings. So you'll be able to feel assured that our court reporter is recording your comments and questions today.

Next slide.

Now, during the public comment session, which we are going to be starting here shortly, just a reminder that we are accepting comments verbally by telephone.

So feel free to make a phone call to us today through the telephone lines offered. We will be able to actually take your call on the line and hear your verbal comment.

You can also just submit through our Zoom connection, you can just raise your hand, just use the raise your hand icon, and we'll allow you to speak through the web connection as well.

You can also submit your question or comment through the Q&A, and you will have about two minutes per speaker. So we will indicate to you once your two minutes are up.

If we have time, we will allow you to stand in the virtual line to make another comment or ask a question. So just know that we will honor the two-minute cutoff. We have a 45-day comment period. So you will have 45 days to submit any formal comments related to the EIR.

So feel free to, at your leasure, review the document on your time, and just make sure you submit your comment by September 10th, no later than 11:59 p.m. if you can. So we can make sure we get that included in the environmental document.

You can also send your comments by regular mail to

the project manager, who is Brian Balderrama. He is the Deputy Executive Officer for LA County MTA, and you can reach him at One Gateway Plaza, Mail Stop 99-17-2, Los Angeles 90012.

You can e-mail your comment to the project e-mail at AVL@metro.net, and you can submit your comment through the online comment form, if that's easier, at metro.net/avl.

Lastly, you can also call our 24-hour hotline. In case you want to skip typing or writing, you can just call at any time. Our project hotline will record your comment, and so that number is (213) 922-4844.

I'm actually going to make sure I said that correctly, because it wasn't big enough for me. The phone number is (213) 922-4844 to submit your verbal comment.

Next slide.

Great. So we are going to get going here. We're going to start our comment period of 45-day review. After we receive all of your comments by September 10th, the team will review them and start compiling them into their final environmental document.

At which point the team will bring this to the Metro Board of Directors for purposes of Metro Board getting updated and having the opportunity to review the comments and essentially certify that the environmental document has been complete and moving us on to our next steps in this project

development process.

Next slide, please.

Great. So before we get underway on public comment this evening, just a quick reminder. If you wish to request to speak, just use your Zoom application by raising your hand feature. You have the hand feature there so just raise that.

If you're on the phone, you can just basically dial star 9, that will indicate to us you're waiting to speak.

Also, when it's your turn to speak, if you're using the Zoom application, you'll be prompted to unmute your microphone.

That usually takes a couple seconds, so don't worry, we'll wait for you. Once you're unmuted, you'll be able to speak. If you're a phone user, just dial star 6 to unmute your microphone.

Again, written comments are welcome at any time including after the meeting, you can always submit your comments before midnight September 10th.

You can also submit comments today during the meeting in the Q&A function. So just submit it on the Q&A, or you can also use the online comment format at metro.net/avl.

Then, that's it. We've gone over our contact tools, but, again, just our e-mail address, AVL@metro.net. (213) 922-4844 is the project hotline available to you at any

time during the 45 days and beyond.

Then you can also reach us at our website and review all of our information and content on the website as well, which is metro.net/avl, and comments are due Friday, September 10th, 2021 at 11:59.

Next slide.

Okay. Great. So we're going to get started here. We are going to have two minutes per speaker. Like I said, we will not cut you off if you have multiple comments. You can, assuming time permits, we'll let you come back and submit another two-minute comment.

So with that, let me go ahead and take a look at who is in the queue of submitting comments. We have one comment/question submitted through the Q&A function from a Mr. Hardy.

David Hardy wrote: When will the Metrolink Vista Canyon Station open and the Via Princessa Station close?

So that may be one we have to get back to you on, but I did want to raise that out loud in case there is anyone on the team that is able to share more information on that.

Brian, is there any information you're able to share on this item?

MR. BALDERRAMA: As far as receiving announcements, Metro has not received an announcement for the opening of the new station.

PH1-1

As soon as we get some of those advanced notifications from Metrolink, we in turn do our support for public outreach, so that everybody can be informed.

We will definitely reach out to Metrolink after this to get accurate information, and as the operator for the Antelope Valley Line Corridor, it's at Metrolink's discretion to close any stations at this time.

I know they're evaluating all current stations that are supporting the City of Santa Clarita. So once this new station goes online, that would be four stations supporting the city.

MS. VALENTINO: Great. Thank you for that. That's very helpful context, and we will be able to also give you some further feedback in the EIR.

I'm moving on here just to make sure we don't miss anyone. We have Andrew Buenko who has submitted a comment through the Q&A. Thank you, Andrew.

His comment is: Any plans to extend it to Reno?

I can just quickly share that that's not in the current scope of work for this particular project. PH1-2

But, Brian, any feedback?

MR. BALDERRAMA: Correct. That would be outside of the scope of work. The current terminus is the City of Lancaster.

Metrolink continually monitors market segments where

they can grow in any direction, and at the time, there isn't current plans to to extend this line beyond where it terminates today.

MS. VALENTINO: Great. Thank you. Thank you, Mr. Buenko. Appreciate it. We appreciate your comment.

David, we have another comment here from David Hardy submitted through the Q&A.

The comment is: The San Fernando tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double-track tunnel would be the ideal. PH1-3

Thank you, Mr. Hardy. We will take note of that and include your comments in the EIR.

We have another comment here from Mr. Andrew Buenko. His question is: How will it affect the new station, which is under construction in Vista Canyon, Canyon County? PH1-4

So how will this project affect the new station in Vista Canyon?

Brian, any feedback there?

MR. BALDERRAMA: So once the new station comes online, any enhanced service proposed through this program would directly impact new potential services beyond what one would see as far as an available schedule to them as soon as Vista Canyon were to open.

Meaning, if construction for our program is targeted

by 2024, it would -- you would see incremental increases of service up until then and then changes to the Metrolink schedule.

MS. VALENTINO: Okay. Great. Thank you.

We have a question here, this one is verbal from Bart Reed. Welcome Bart Reed. We'll turn it over to you and start our two-minute timer.

Bart, actually, I should first make sure you can get on the line okay. Are you able to speak?

Remember to press star 6 to unmute your mic. Okay. You might have -- maybe he -- you can call us back.

MR. REED: No, no, no, hello?

MS. VALENTINO: Okay. Great.

MR. REED: -- an unmute feature.

MS. VALENTINO: We hear you.

MR. REED: Looks like Danielle Valentino.

MS. VALENTINO: Hi there, go ahead.

MR. REED: So here's the question here, actually three just pointing me in the direction, but are there any community betterments in these segments?

The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there.

But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges

PH1-5

PH1-5 (cont.)

across the tracks for the community, anything of that nature?

MS. VALENTINO: Thank you. Good question, and ahead of your time.

Brian, would you be able to give a context to that?

MR. BALDERRAMA: Yes. So, Bart, for any of our proposed improvements that pass an existing at-grade crossing, regardless of the improvements that are occurring at that specific location, the project proposes to make sure that they're quiet zone ready so that we, through the project, install all of the infrastructure that is required and would enable the sponsoring city to follow through with federal requirements in order to move that crossing to an actual quiet zone location.

MS. VALENTINO: Great. Thank you, Brian, and thank you, Bart.

We're going to move on to the next caller who is waiting on the line. This is Jacqueline Ayer calling, Town of Acton.

Jacqueline, welcome, go ahead.

It always takes a few seconds for people to get off of mute. Remember to press star 6 to unmute your mic.

Hi, Jacqueline, remember to press star 6 to unmute your mic.

All right. Well, we'll be here for you, don't worry, we're not going far away. So we'll come back to you

in a couple minutes.

We're going to move on to Ms. Anjie Preston, who submitted a question in the Q&A.

The question is: If you missed a portion of today's presentation, are the Zoom slides available? PH1-6

Great question. Yes, Anjie, we do have them available on our website because we were really appreciative of the community and stakeholders feedback during our scoping meetings that it's really helpful to have these slides on our website as well as th Zoom meetings.

So if you go to our website, even right now, you'll see them there, the English, Spanish, and Armenian are available through the Metro project website, which is metro.net/avl, and you'll see them on the right-hand side of our project page. Feel free to reach out if you have any trouble finding it.

Okay. Great. Next question we have from Michael, Michael Bertell, and his question is: Will the construction be going 24 hours, or will it be regulated hours? PH1-7

Great question. Brian, is that something --

MR. BALDERRAMA: So that level of detail is unknown at this time. Right now we're just trying to make sure that we account for any conservative design changes in this environmental clearance.

As we proceed forward through the final design,

we'll get a better idea of the duration, construction hours, impacts.

One of the things that you will definitely see well ahead of any construction, are public meetings, notifications letting everyone know what those impacts are and your ability to provide comments before a contract is executed.

MS. VALENTINO: Great. Thank you, Brian. Just a reminder in the PowerPoint deck and in the chat, we do have a telephone line.

If anyone is having technical difficulty, feel free to call and reach out to that 909 telephone number because we do have someone here on our team diligently trying to troubleshoot anyone having any trouble.

So feel free to reach out, and we'll actually make sure that phone number is shared in the chat, so you can see it in the chat.

When our team has a moment, Thomas, perhaps, can announce the number on the call so everyone can hear it verbally as well.

We're going to move on to Mr. Hardy who submitted a question in the Q&A. The question is: How about considering an AVL extension to the California High Speed Rail terminus in Bakersfield? PH1-8

That's an interesting question. That's definitely not in the scope of this project, but we can definitely take

that down as feedback of interest, but certainly not in the scope of this project.

I'll move on to the next question. Jacqueline Ayer submitted a -- she's raising her hand. So Jacque, we're going to be here for you. Whenever you're ready, you just want to press star 6 to unmute your mic, and we will be glad to take your verbal comment.

Again, if you're having any trouble, you can reach the 909 phone number, and when Thomas or Maria has a moment, feel free to share that telephone number in the chat or verbally on the meeting and make sure that our stakeholders like Jacque are able to reach you if they're having any trouble.

MR. REESE: Of course, no problem. Our technical support number is: Area code (909) 310-2788.

We just want to remind folks, if you're raising your hand via Zoom, you'll see a prompt on your screen that will ask you unmute yourself.

It's actually letting you know that the host has asked you to unmute yourself, so you can go ahead and ask your question that way.

If you're calling in on the phone, that's when you'll dial star 6, but if you're joining us via Zoom, just go ahead and accept the prompt on the screen to go ahead and unmute yourself.

MS. VALENTINO: Thank you, Thomas. Thank you for sharing that phone number, and, yeah, I assume that Jacqueline may be joining us by telephone, not Zoom, but, maybe try to reach us through Zoom too.

We have a question here from Bart Reed. This is a verbal question, so we'll go ahead and turn this over to you, Bart.

You have two minutes once you're ready.

MR. REED: Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor Barger's office, and Doug is there from the Mayor's office.

PH1-9

Who is -- even though it's not -- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley segment. Who is her -- just can you tell me who that is?

MS. VALENTINO: Yeah, sure. We work with staff, I know Brian's team's been working with staff from that office on other projects as well, and I know they have quite a number of staff there, there's Madaylnn More, there is a list of names.

I don't want to bore you with those, but we can certainly help you connect with that office if you have anything in particular you want to reach out them on.

MR. REED: Can you help me there? Because the staff

already has a relationship with them -- I believe, the assistant CEO at Metro right now so -- move forward --

MS. VALENTINO: No problem. No problem.

MR. REED: -- but if you could -- you got my contact. So if could you forward that to me, that would be great.

Is there also a contact -- you work with with Councilmemeber Krekorian's Office to replace David Mensman?

MS. VALENTINO: Absolutely. Yeah, Brian, I know has worked with that office on this project quite a bit too, and we can connect you with the staff who has been roped in on this as well.

MR. REED: Okay. Well, as soon as I can get those -- you both have my e-mail. So we'll be able to deal with that.

Thank you.

MS. VALENTINO: You're welcome.

Okay. We have another comment through the Q&A. This is from Anjie Preston, and Anjie your question is: Does Metrolink have any plan to coordinate arrival times with the ADTA?

PH1-10

Great question. Is that something -- you know, I can say that we, as an agency, certainly try to coordinate, and we can certainly pass this question and suggestion onto, of course, Metrolink and to the ADTA and just ensure that

they're aware of that concern and that good question.

So we will do that and include your question in the final environmental report as well.

Great. Well, we have a little bit of time. Feel free to take a look at the environmental document that is on our website and take a look and see if there's anything there you have questions about.

If you don't get to that today, that's fine. We will accept your follow-up questions or comments through September 10th until about 11:59, and we'll be sure to include those as well in this process.

Also, if you have a minute while you think of your question, feel free to submit -- feel free to let us know how you heard about the meeting. Metro is always trying to look for new ways and improved ways to reach people.

So while we used walking man in some areas of the corridor that had wanted that, we also did mailers. We did a lot of e-blasts and social media advertising and newspaper advertisements throughout the corridor.

So we'd be happy to hear how you heard about the meeting tonight, so we can learn what might be the best way to reach you moving forward.

We did get a question coming in here from Jose Ubaldo, who asked, when are we going to be going to the Metro Board?

PH1-11

I believe Brian mentioned that will be at the end of this year. So he's nodding his head that that's the case. So we will be going there end of this year and sharing an update before we move into the next phase of the project.

Jacqueline Ayer is on the line waiting to share her verbal comment. So Jacqueline feel free if you're joining us through Zoom, dial star 9 to raise your hand so we can get you unmuted, or if you're joining through the regular telephone line, feel free to dial star 6 to unmute your mic.

MS. AYER: Okay. They're not hearing me.

MS. VALENTINO: We can hear you.

MS. AYER: Can you hear me now?

MS. VALENTINO: Very well.

MS. AYER: Okay. Am I speaking on the phone or on the Zoom? I have three different platforms open now.

TECHNICAL SUPPORT: On the phone, ma'am. You're fine.

MS. AYER: Okay. Fine. Thank you.

I was surprised to hear the -- can you -- I'm sorry. Ms. Valentino, can you shake your head yes or no if you can hear me? Because I can't hear you at all.

MS. VALENTINO: I can hear you.

MS. AYER: Okay. Great. Thank you.

I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet

PH1-12

zones in the noise impact assessment. Particularly, the community of Acton.

I wanted to point out that your noise assessment has ignored LA County general plan requirements and doesn't even address LA County general plans requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should ever exceed 65 decimals at any time at night or 70 during the day.

Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws.

Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR.

PH1-12 (cont.)

First and first foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL.

All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down.

You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attentuations

barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours.

I have probably another minute and a half of comment. So, I guess, I'll just get back in line.

MS. VALENTINO: That sounds very good, Jacqueline. No problem at all. We are at the two minutes but feel free to come back, and we'll be here for you.

Okay. Thank you so much. We're moving, for the moment, on to Mr. Bart Reed.

Bart we see that your hand is raised, and we're ready when you are.

MR. REED: We're getting better here.

Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments.

What's the funding status on that?

Also, what is the funding status on the Roxford South Double Track, is that funded? PH1-13

I know you mentioned earlier it was environmental cleared, but what's the funding status on both?

Who can help me with that answer?

MS. VALENTINO: Great. Thank you.

Brian can certainly chime in on those questions.

Brian.

MR. BALDERRAMA: Yes. So in our presentation, the base designs that were shown for the three capital improvement projects are included in that full funding for the $220,000,000.

Out of that is it that Segment 1 from Brighton to McGinley that is included in the funding for this project that would be part of that larger project you are referring to for Brighton and Roxford.

Now that project was segmented into four different segments. So of that, the one of the four segments would be included in the funding that was currently shown.

MS. VALENTINO: Great. Thank you, Brian. Bart, I hope that answered your questions, feel free to dial back if any clarification is needed there.

We are moving on to No. 7232. We have a raised hand, verbal comment, we encourage you to, if you can, say your name, first and last name, and the organization you're speaking on behalf of today, if you're willing to do so.

If you're joining us through the Zoom app, make sure to dial star 9 to raise your hand, so we can unmute you, or if you're through the regular telephone, just dial star 6 to unmute your mic.

MS. SERESERES: Hello. My name is Frances Sereseres. I'm not sure if I am unmuted.

MS. VALENTINO: We can hear you very well. Go

ahead.

MS. SERESERES: Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission.

My question is: For the Lancaster area, I have -- I'm also involved with AVTA. My question is: Will be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when there's the heat and for the cold.

PH1-14

We have more problems with that. I know -- I think that you get into -- you work together with the City of Lancaster, but I thought I'd still bring it up to your attention if something can be done about that.

Also, how can I get on Zoom? All I can get on right now is on the phone.

I was hoping that I can get some answers on the improvements for Lancaster because our station is the last station, and we need some work done on our station. I would appreciate it and so would our people and our community here.

Thank you very much for listening to me, and God bless you all.

MS. VALENTINO: Thank you. Thank you so much for your comment. We really appreciate it.

Just to let you know, there are improvements proposed for Lancaster and you'll find -- if for some reason you can't get on Zoom tonight, you'll find those details on the website as well in our presentation.

You can always reach out to us, and we can point exactly where that is on the website if you need any assistance.

Brian can also verbalize some of those improvements to you that were covered in the presentation.

MR. BALDERRAMA: Yeah. In addition to some of that information that you'll find on the project, separate, you mentioned bus stops, bus connection, AVTA is currently constructing a new bus station less than a block to the Palmdale station, which will included additional amenities.

Go ahead and probably reach out to AVTA project website to get additional information, and then you can go to our project webpage to see the details of what we're proposing for the Palmdale station, which would include modifications to the station platforms --

MS. VALENTINO: Brian, sorry to interject, you mean Lancaster stations, right?

MR. BALDERRAMA: Lancaster. Thank you. Thank you. Thank you for the clarification. Lancaster station.

Then you'll see the standard amenities with that as well.

MS. VALENTINO: Great. Thank you so much. Thank you to the caller. We really appreciate your feedback, and we'll be including your comments in the environmental document as well, and there will be some additional information in response to that.

We're moving on here to the next person on the line. This is a verbal comment from Jacqueline Ayer.

Jacqueline, we're ready when you are.

MS. AYER: Yes. Can you hear me?

MS. VALENTINO: Very well.

MS. AYER: All right. Thank you.

I wanted to also identify some of the general plan policies that are important.

In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night. PH1-15

Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those.

Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from

existing noise, such as facility modifications or changing from locomotive to electric.

These are not the circumstances presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are -- excuse me -- you're able to define project noise separately from existing noise.

So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria.

If you'd done so, you'd see that there was significant impacts across the board and the community of Acton.

Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards.

PH1-15 (cont.)

So under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project.

Also, we're going to, again, requested you include noise mitigation in our community in the form of quite zones.

Finally, I'd like to ask where -- based on what Mr. Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are.

If they are in Acton, then please accept my apologies, but if they're not, then please explain why, because the noise levels in Acton -- ambient noise levels in Acton are oftentimes larger than they are in the urban areas where quiet zones are probably been installed.

Thank you.

MS. VALENTINO: Great. Thank you very much, Jacqueline. We appreciate your feedback, and excuse me, I'm turning off a ringer here.

Thank you for that. We will get back to you in the environmental document as well, and we don't have any additional questions right now in the queue.

If there's anything that either the project team, you know, wishes to clarify, feel free.

Also for the members of the public who tuned in, we really thank you so much for making the time in your evening to learn about a very important project and taking the time to share your concerns and your comments and questions.

A lot of you joined us during scoping and have been following this project development since then and we really do value that, and we will have a better project as a result of your engagement. So thanks again.

Just a reminder, if you're wanting to make a comment or ask a question, you can use the Q&A feature in the Zoom chat, and you can also use the telephone lines or make a

PH1-15 (cont.)

verbal comment through the Zoom application.

Okay. Great. Jacqueline did submit a question through the Q&A just now.

There is a question here about: Where are the proposed quiet zones going to be set up? Where is the project going to set up quiet zones?

PH1-16

So I think Brian may have touched on that a little bit, but we'll open that up and see if there's any clarification to be made.

MR. BALDERRAMA: Sure. So for clarification, when the project has a direct impact at an existing at-grade crossing, the project proposes to include quiet-zone-ready infrastructure.

The project is not proposing quiet zones for mitigation. The actual step -- the final step would require information from that individual jurisdiction in order to make it a quiet-zone-ready -- well, a quiet-zone corridor or a quiet-zone crossing.

We, as a project, will provide all of the necessary infrastructure to allow for that to happen where we have a direct impact.

MS. VALENTINO: Great. Thank you. Thank you for that clarification, and we do have another caller on the line.

Bart Reed, we are here to receive your verbal

comment, and we'll start the time --

MR. REED: Unmute, unmute, okay. Great.

The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet.

Is that -- did I get that right?

There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate? PH1-17

Is it designed for four car train sets or three car trains sets? How many train sets will accommodate with these tracks?

MR. BALDERRAMA: So thank you, Bart, for the question. It's going to be one thousand-foot section and two 500-foot sections.

So with that additional capacity, the tailend of the line would be able to provide all of the additional locomotives for build-out of this program.

So that's looking at seven or eight train sets in that area, but that is full build-out.

MS. VALENTINO: Great. Thank you, Brian. Thank you, Bart, for the question.

We still have a little bit of time. We did schedule the meeting to be ending at 7:30, so we will not leave earlier than that.

Again, feel free to -- as you think of questions on the project, feel free to also, in the Q&A, let us know how you heard of the meeting, and we will utilize that feedback in our next phase and future projects, make sure we reach you all that much better.

Okay. Another question submitted here. This is from Jacqueline Ayer, and the question is: So are you saying that you will be putting in this quiet-zone-project infrastructure in Acton? In other words, where are the quiet-zone-ready locations? PH1-18

Okay. Great. So I also would mention that, I think, what Brian was sharing earlier is the project is being designed and engineered to be quite-zone ready in the specifications.

Brian, I'm not sure if you can add more to this.

MR. BALDERRAMA: So I think she's asking for specific locations. So if we were talking about the Lancaster terminal improvement, it would be the adjacent at-grade crossing there.

If we're talking about the Canyon Siding, there is one adjacent at-grade crossing there that we're impacting at that location.

Then the same for Balboa. I think we're approaching one of the at-grade crossings at that location, and if we are, we will be providing quiet-zone-ready infrastructure at

that at-grade crossing.

MS. VALENTINO: Okay. Great. Thank you, Brian. Jacqueline, we hope that helped clarify, and, again, we will be including your questions and the feedback into the environmental document as well.

Okay. Mr. Bart Reed, we see your hand is raised, so feel free to go ahead.

MR. REED: Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of?

Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles?

I mean, there's not going to be a -- I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of?

Are they going to go from Lancaster to Via Princessa? What is the plan?

MS. VALENTINO: Great question. I don't know if we can answer all that today, but Brian.

MR. BALDERRAMA: So the plan would be two-fold, Bart, based on your question depending on the time of the day. For actual mobilization, this is why there's a big partnership that Metro has with Metrolink.

PH1-19

They're doing all the simulation modeling right now. They will being leading the efforts to take that into operation and final design to make sure we work through all those details well in advance.

MS. VALENTINO: Okay. Great. Bart, we hope that helps clarify. If not, feel free to call back in.

MR. BALDERRAMA: We actually have Metrolink folks joining us today. So if they wanted to go ahead and make any announcements, comments, please feel free to do so.

MS. VALENTINO: Great. We're grateful to our agency partners who have dialed in, and we really appreciate you being here and listening to the good feedback of the public and being part of the extended effort to evaluate this project.

Okay. We have another question that just came through the Q&A here, again, from Jacqueline Ayer. The question is: So are you not including the impacts of where the trains are stored, and how many trains are stored in the EIR?

PH1-20

Impacts related to where the trains are stored in the EIR, I think there is a section that addresses that. I don't know to what detail.

Brian?

MR. BALDERRAMA: Yes. So in our sections that cover air quality, as well as noise we accounted for the

locomotives and additional service that we would be providing. So those sections would be where you would find that additional information.

MS. VALENTINO: Great. And a reminder that the environmental document, if you joined us late, the environmental document is on the Metro website, electronic version.

Then also you'll see a list of locations, in the PowerPoint presentation tonight of all the physical locations as long the 76-mile corridor where you can see the document as well.

So feel free to let us know if you have any trouble accessing any of those locations for review of the document.

Okay. Great. So we have a minute, I think, I see some comments are getting into the chat here. Okay. Jacqueline Ayer sent a follow-up question.

Jacqueline, I'll go ahead and read that here, this is through the Q&A. So the comment is: You just answered a gentleman's question about where the trains would be stored and how many will be stored, and you said that those details are still being worked out by Metrolink. PH1-21

Okay. We've gotten your comment. We're talking that down. We will include it in the study. I don't know if there's anything more we can say today on this one topic.

MR. BALDERRAMA: Well, for clarification, Danielle,

his question was directed towards where the trains were going to be -- it's a service question and operation.

He wanted to make sure if they were coming -- it's called dead-heading when you send it from Union Station to the end of the line, it waits, and then it comes back into service, or if it was only going to originate out from Union Station.

Our response is, as Metrolink is our partner and operator, that decision is solely on them, but we just worked for them to account for the number of trains that we would need in order to build out this program.

MS. VALENTINO: Thank you for that. Okay. Jacqueline, we hope that clarification helps a little bit, and it is two, one is operational, one service.

So we're taking your feedback here, but, again, don't hesitate to circle back if you're missing something here. I know we have a lot to follow up on in the environment.

Okay. We have another comment here in the Q&A that just came in from Councilmemeber McLean. Thank you very much for being here for the City of Santa Clarita, we really appreciate it.

We do see your comment here that, you don't have a question at this time, you just wanted to thank everyone for providing this presentation.

PH1-22

We really appreciate your good word and you being here and hearing the feedback. We know you've been a big champion for transit improvements and transportation in the north county, and so we really appreciate you being here tonight.

We still have a few minutes, about five minutes left, so no worries, we won't turn off the meeting right away, we'll give it a beat.

We just appreciate everybody being a part of this process, and just a reminder that after the draft environmental process wraps up and we collected all comments by Septometer 10th, the team is going to be reviewing those comments in much more close detail than we are able to tonight and providing feedback and responses to your comments and questions in the final environmental document.

As mentioned by Brian earlier tonight, the final document, they anticipate to complete by the end of the year so that they can get back to the Metro Board with an update on the status of the final document before they move into the next phase of project.

So we thank you all, and we did get another question coming in here from Bart Reed. Bart, your hand is raised, so we're ready for your verbal comment

MR. REED: I'd like to get a clarification here. If I understand the project -- the south end of the project is

PH1-23

at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments.

There is no project -- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2- or 3,000 feet in Sylmar.

It does not -- the project -- if I understand this right, the project does not include Acton; is that correct?

MS. VALENTINO: The proposed improvements, the three proposed improvements under study, those three infrastructure improvements that Eric reviewed today, those three are not directly in the town of Acton, but I'll let Eric speak to that.

MR. BANGHART: To clarify, the project itself is the entire corridor from Los Angeles Union Station all the way to Lancaster, so the 76, 77 miles.

There are three proposed improvement elements as part of the project, and those are the Balboa, Canyon, and Lancaster as we talked about, but the entire project is all the way from Los Angeles Union Station to Lancaster.

MS. VALENTINO: Right. The study area, the Antelope Valley Line Corridor that is already built and running services, as Eric said, is the study corridor and that is the area of study running the service from Union Station to Lancaster.

PH1-23 (cont.)

There are three specific infrastructure improvements that are going to be built, potentially, as a result of this EIR that are part of the -- that are being studied in the EIR.

Then there's the other project, just to clarify, the Brighton to Roxford, specifically the Brighton and McGinley segment of Brighton and Roxford, that's already been cleared but is part of this larger improvement as well to achieve higher service and higher increased, enhanced liability on the corridor.

Okay. Great. So we have another couple questions coming in through the Q&A, and just a quick reminder, time check, it's 7:29, so we're certainly going to accommodate these.

We will have two minutes per speaker, so we'll turn this over to Jacqueline Ayer. I see that you left a question in the Q&A, and so your question is: Please clarify that they are doubling the number of trains through Acton. PH1-24

So we can take that question, and I don't know if we can 100 percent confirm the exact number tonight through this project.

Brian, do you have any feedback -- or Eric?

I believe they're enabling -- they're creating a project that could enable and allow for the doubling of train services through the corridor, but there is an operational

service funding component that extends beyond the scope of this EIR.

Eric.

MR. BANGHART: Yeah, to build on the previous question of the study area, that's why the study area includes all the way to Union Station, to allow for 30-minute bidirectional service to Santa Clarita and 60-minute bidirectional service to Lancaster.

So that question of through Acton, yes, it's 60-minute bidirectional service through Lancaster. I agree with -- again, I can't remember exactly if it's doubling, but it is 60-minute, which is roughly around the question. Yes, it's increased service through the town of Acton.

MS. VALENTINO: Definitely increased service through the town of Acton in Eric's clarification there, and your question specifically will be included in the document for follow-up and response.

That's an important question and, yes, there will be increased train service and transit service as a result of this project. That's the goal.

Thank you so much everyone for your great questions and concerns. This is how we make a project from good to great, hopefully, with your help.

I do see we have -- actually, a couple more came through, we're not going to cut you off, we're going to do

this.

So we want to turn this over to Anjie Preston. Okay. You submitted through the Q&A, we'll read it for you.

Your question is: Does Metrolink anticipate returning to a schedule that allows express trains anytime soon?

Metrolink is on the line listening to your good question, so we will make sure to share this question with Metrolink officially and include response in the environmental document. PH1-25

I don't think we probably have -- as the Metro environmental team, I don't think we have a response to that at the moment.

We're going to move on to a question from Mr. Boehnert, this is Fred Boehnert. Thank you for your question in the Q&A.

The question is: Will the running time -- will the running time from end to end significantly decrease when the project is completed?

We can safely say the goal is to improve the reliability and service frequency, but that is a good nuance question you raised here. PH1-26

Will the running time end to end significantly decrease after project completion?

Eric, do you want to speak to that?

MR. BANGHART: Yeah. I want to void the word "significantly" during an environmental call, but I would say Danielle said it correctly, the purpose of the project is to improve frequency and service reliability.

The speed of trains themselves are governed more by, you know, other things, but the goal of the project is frequency and service reliability.

MS. VALENTINO: Great. Thank you, Eric.

Again, Mr. Boehnert, we'll include this important question in the document and have hopefully a little more feedback for you there.

Well, with that, we don't want to run over our spector time, it is 7:33. We don't have any further questions here in the queue.

So just a quick final reminder -- we can turn to the next slide, just a quick reminder of our contact tools after this evening.

You can always submit your comment on your own time through September 10th, 11:59 at night, and you can submit it through the regular mail to Brian Balderrama at this mailing address listed here, also on our website, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

You can submit it at any time to our e-mail address at avl@metro.net and also through the telephone hotline, you can record a verbal message and that will also count towards

the environmental comment on the document, and that's (213) 922-4844.

You can find this presentation, as well as the Armenian and Spanish translations on our website at metro.net/avl.

So with that, we thank you all very very much, and we hope we might see some of you on Saturday starting at 11:00 a.m. this August 21st for our second virtual hearing, and we will look forward to seeing you then.

Thank you so much, and have a great evening.

Take care.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

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REPORTED BY:

Katherine Thomas
CSR No. 14378

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

REPORTED BY:

Katherine Thomas
CSR No. 14378

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
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MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

REPORTED BY:

Katherine Thomas
CSR No. 14378

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

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REPORTED BY:

Katherine Thomas
CSR No. 14378

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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